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PART I

FEDERAL REGISTER

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Washington, Tuesday, December 18, 1956

This issue is divided into two parts, Part II of which contains a republication of Parts 600 and 601 of Title 14, Chapter II, of the Code of Federal Regulations.

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM COMPETITIVE SERVICE

FARM CREDIT ADMINISTRATION

Effective upon publication in the FEDERAL REGISTER, paragraph (a) of § 6.241 is revoked and paragraphs (a) and (d) of § 6.141 are amended as set out below.

§ 6.141 *Farm Credit Administration.* (a) Until December 31, 1958, positions in the Federal Intermediate Credit Banks, the Federal Land Banks, the Banks for Cooperatives, and positions filled by joint officers and employees for these institutions.

* * * * *

(d) Until December 31, 1958, positions in the Central Bank for Cooperatives.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 56-10292; Filed, Dec. 17, 1956; 8:48 a. m.]

TITLE 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Navel Orange Reg. 96, Amdt. 2]

PART 914—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

LIMITATION OF HANDLING

Findings. 1. Pursuant to the marketing agreement, as amended, and Order No. 14, as amended (7 CFR Part 914; 21 F. R. 4707), regulating the handling of navel oranges grown in Arizona and designated part of California, effective September 22, 1953, under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.; 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restrictions on the handling of navel oranges grown in Arizona and designated part of California.

Order, as amended. The provisions, as amended, in paragraph (b) (1) (i) of § 914.396 (Navel Orange Regulation 96, 21 F. R. 9740, 9987) are hereby amended to read as follows:

(i) District 1: 924,000 cartons.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: December 13, 1956.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 56-10294; Filed, Dec. 17, 1956; 8:48 a. m.]

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FEDERAL REGISTER

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[Orange Reg. 306]

PART 933—ORANGES, GRAPEFRUIT, AND TANGERINES GROWN IN FLORIDA

LIMITATION OF SHIPMENTS

§ 933.817 *Orange Regulation 306*—(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of all Florida oranges, including Temple oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of all oranges, including Temple oranges, grown in the

State of Florida, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 27, 1956; such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; additional supporting information was submitted on December 11, 1956; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of all oranges, including Temple oranges, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Oranges and Tangelos (§§ 51.1140–51.1186 of this title).

(2) Orange Regulation 305 (§ 933.814; 21 F. R. 9401) is hereby terminated at 12:01 a. m., e. s. t., December 21, 1956.

(3) During the period beginning at 12:01 a. m., e. s. t., December 21, 1956, and ending at 12:01 a. m., e. s. t., December 28, 1956, no handler shall ship any oranges, including Temple oranges, grown in the State of Florida.

(4) During the period beginning at 12:01 a. m., e. s. t., December 28, 1956, and ending at 12:01 a. m., e. s. t., January 7, 1957, no handler shall ship:

(i) Any oranges, including Temple oranges, grown in the State of Florida, which do not grade at least U. S. No. 1 Bronze;

(ii) Any oranges, except Temple oranges, grown in the State of Florida, which are of a size smaller than a size that will pack 252 oranges, packed in accordance with the requirements of a standard pack, in a standard $1\frac{3}{5}$ bushel nailed box; or

(iii) Any Temple oranges, grown in the State of Florida, which are of a size smaller than $2\frac{9}{16}$ inches in diameter, which shall be the largest measurement at a right angle to a straight line running from the stem to the blossom end of the fruit, except that a tolerance of 10 percent, by count, of Temple oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in the United States Standards for Florida Oranges and Tangelos (§§ 51.1140–51.1186 of this title).

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: December 13, 1956.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 56-10296; Filed, Dec. 17, 1956; 8:48 a. m.]

[Grapefruit Reg. 254]

PART 933—ORANGES, GRAPEFRUIT, AND TANGERINES GROWN IN FLORIDA

LIMITATION OF SHIPMENTS

§ 933.818 *Grapefruit Regulation 254*—(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of all Florida grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of all grapefruit, grown in the State of Florida, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the department after an open meeting of the Growers Administrative Committee on November 27, 1956; such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; additional supporting information was submitted on December 11, 1956; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of all grapefruit, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Grapefruit (§§ 51.750–51.790 of this title); and the term "mature" shall have the same meaning as set forth in section 601.16 Florida Statutes, Chapters 26492 and 28090, known as the Florida Citrus Code of 1949, as supplemented by section 601.17 (Chapters 25149 and 28090) and also by section 601.18, as amended June 2, 1955 (Chapter 29760).

(2) Grapefruit Regulation 253 (§ 933.815; 21 F. R. 9402) is hereby terminated at 12:01 a. m., e. s. t., December 21, 1956.

(3) During the period beginning at 12:01 a. m., e. s. t., December 21, 1956, and ending at 12:01 a. m., e. s. t., December 28, 1956, no handler shall ship any grapefruit, grown in the State of Florida.

(4) During the period beginning at 12:01 a. m., e. s. t., December 28, 1956, and ending at 12:01 a. m., e. s. t., January 7, 1957, no handler shall ship:

(i) Any seeded grapefruit, grown in the State of Florida, which are not mature and do not grade at least U. S. No. 1 Bronze;

(ii) Any seeded grapefruit, grown in the State of Florida, which are of a size smaller than a size that will pack 70 grapefruit, packed in accordance with the requirements of a standard pack, in a standard nailed box;

(iii) Any seedless grapefruit, grown in Regulation Area I, which are not mature and do not grade at least U. S. No. 1 Bronze;

(iv) Any seedless grapefruit, grown in Regulation Area II which are not mature and do not grade at least U. S. No. 1 Bronze: *Provided,* That not to exceed 40 percent, by count, of such grapefruit may be damaged, but not seriously damaged, by scars; or

(v) Any seedless grapefruit, grown in the State of Florida, which are of a size smaller than a size that will pack 96 grapefruit, packed in accordance with the requirements of a standard pack, in a standard nailed box.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: December 13, 1956.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 56-10297; Filed, Dec. 17, 1956; 8:48 a. m.]

[Tangerine Reg. 182]

PART 933—ORANGES, GRAPEFRUIT, AND TANGERINES GROWN IN FLORIDA

LIMITATION OF SHIPMENTS

§ 933.819 *Tangerine Regulation* 182—(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of Florida tangerines, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangerines, grown in the State of Florida, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 27, 1956; such meeting was held to consider recommendations for regulation, after giving due notice of such meeting and interested persons were afforded an opportunity to submit their views at this meeting; additional supporting information was submitted on December 11, 1956; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such tangerines; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangerines, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade and standard pack, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Tangerines (§§ 51.1810–51.1836 of this title).

(2) Tangerine Regulation 181 (§ 933.816; 21 F. R. 9402) is hereby terminated at 12:01 a. m., e. s. t., December 21, 1956.

(3) During the period beginning at 12:01 a. m., e. s. t., December 21, 1956, and ending at 12:01 a. m., e. s. t., December 28, 1956, no handler shall ship any tangerines, grown in the State of Florida.

(4) During the period beginning at 12:01 a. m., e. s. t., December 28, 1956, and ending at 12:01 a. m., e. s. t., January 7, 1957, no handler shall ship:

(i) Any tangerines, grown in the State of Florida, that do not grade at least U. S. No. 1; or

(ii) Any tangerines, grown in the State of Florida, that are of a size smaller than the size that will pack 210 tangerines, packed in accordance with the requirements of a standard pack, in a half-standard box (inside dimensions 9½ x 9½ x 19⅛ inches, capacity 1,726 cubic inches).

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: December 13, 1956.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 56-10295; Filed, Dec. 17, 1956; 8:48 a. m.]

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

Subchapter D—Airport Regulations

[Amdt. 5]

PART 570—WASHINGTON NATIONAL AIRPORT

DEMONSTRATIONS

Due to the increase of air traffic at Washington National Airport and in the interest of safety, § 570.51 *Demonstrations* is amended to further restrict the use of the Airport as a base of operations for aircraft being used for flight demonstrations elsewhere. Courtesy flights on new equipment by air carriers are not restricted since these flights do not affect air traffic to the extent of warranting their exclusion. This amendment should be adopted without delay to promote the safety of the flying public. Compliance with the notice, procedures and effective date provisions of section 4 of Administrative Procedures Act would be impractical and contrary to the public interest. The regulation amended affects public property of the United States and therefore notice is not required.

Section 570.51 is amended to read:

§ 570.51 *Demonstrations.* No flight or ground demonstrations shall be conducted on the airport nor shall aircraft be brought to the airport for the purpose of conducting aerial demonstrations elsewhere without the express approval of the Airport Directors: *Provided, however,* That the above restrictions shall not apply to the conduct by air carriers of courtesy flights with new equipment.

(Sec. 205, 52 Stat. 984, as amended, sec. 2, 54 Stat. 687; 49 U. S. C. 425, 2 D. C. Code 1602)

This amendment shall become effective upon publication in the FEDERAL REGISTER.

[SEAL] JAMES T. PYLE,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 56-10276; Filed, Dec. 17, 1956; 8:45 a. m.]

Subchapter E—Air Navigation Regulations

PART 600—DESIGNATION OF CIVIL AIRWAYS

PART 601—DESIGNATION OF CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

REPUBLICATION OF REGULATIONS

CROSS REFERENCE: For republication of the air navigation regulations in Parts 600 and 601 of this chapter, see Part II of this issue.

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 6547]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

COMFORTE, INC., ET AL.

Subpart—*Advertising falsely or misleadingly:* § 13.30 *Composition of goods:* Wool Products Labeling Act; § 13.70 *Fictitious or misleading guarantees;* § 13.110 *Indorsements, approval, or awards;*[1] § 13.130 *Manufacture or preparation:* Wool Products Labeling Act;[2] § 13.155 *Prices:* Exaggerated as regular and customary; fictitious marking. Subpart—*Misbranding or mislabeling:* § 13.1190 *Composition:* Wool Products Labeling Act; § 13.1212 *Formal regulatory and statutory requirements:* Wool Products Labeling Act. Subpart—*Neglecting, unfairly or deceptively, to make material disclosure:* § 13.1852 *Formal regulatory and statutory requirements:* Wool Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2–5, 54 Stat. 1128–1130; 15 U. S. C. 45, 68–68c) [Cease and desist order, Comforte, Inc., et al., Chicago, Ill., Docket 6547, November 24, 1956]

In the Matter of Comforte, Inc., a Corporation, and Nathan E. Chapman, Jesse Parmacek, Individually and as Officers of Said Corporation; and Earl Chapman, Individually and as General Manager of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission, charging a Chicago manufacturer of wool products with violating the Wool Products Labeling Act through labeling bed comforters which contained substantial amounts of other fibers than wool as "All new material consisting of Tanners Wool", and through failing to label certain other comforters as required; and with violating the Federal Trade Commission Act by representing falsely on advertising inserts enclosed in the individual containers, that certain bed comforters were guaranteed moth proof for five years, carried the Good Housekeeping guarantee and "Seal of Approval" and were filled with new and virgin wool never before used; and by marking them with prices greatly in excess of the usual prices.

---

[1] Amended to read as set forth.

[2] New.

Following an agreement between the parties providing for entry of a consent order to cease and desist, disposing of all issues raised in the complaint except the charge of fictitious pricing, the hearing examiner made his initial decision and order to cease and desist as to those issues, which, by order of November 23, became on November 24 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents, Comforte, Inc., a corporation, and its officers, and Nathan E. Chapman and Jesse Parmacek, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction or manufacture for introduction into commerce, or the offering for sale, sale, transportation or distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act and the Wool Products Labeling Act of 1939, of bed comforters or other "wool products," as such products are defined in and subject to said Wool Products Labeling Act, which products contain, purport to contain, or in any way are represented as containing, "wool," "reprocessed wool," or "reused wool" as those terms are defined in said Act, do forthwith cease and desist from misbranding such products by:

1. Falsely or deceptively stamping, tagging, labeling or otherwise identifying such products as to the character or amount of the constituent fibers contained therein;

2. Failing to securely affix to or place on each such product a stamp, tag, label, or other means of identification showing in a clear and conspicuous manner:

(a) The percentage of the total fiber weight of such wool product, exclusive of ornamentation not exceeding five percentum of said total fiber weight of (1) wool, (2) reprocessed wool, (3) reused wool, (4) each fiber other than wool where said percentage by weight of such fiber is five percentum or more, and (5) the aggregate of all other fibers;

(b) The maximum percentage of the total weight of such wool product of any non-fibrous loading, filling, or adulterating matter;

(c) The name or the registered identification number of the manufacturer of such wool product or of one or more persons engaged in introducing such wool product into commerce, or in the offering for sale, sale, transportation, distribution or delivery for shipment thereof in commerce, as "commerce" is defined in the Wool Products Labeling Act of 1939, and

Provided, That the foregoing provisions concerning misbranding shall not be construed to prohibit acts permitted by paragraphs (a) and (b) of section 3 of the Wool Products Labeling Act of 1939,

And provided further, That nothing contained in this order shall be construed as limiting any applicable provisions of said act or the rules and regulations promulgated thereunder.

It is further ordered, That Comforte, Inc., a corporation, and Nathan E. Chapman and Jesse Parmacek, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of bed comforters or any other products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from directly or indirectly:

1. Representing in any manner that bed comforters or other products are guaranteed moth proof for any length of time when such is not the fact.

2. Representing in any manner that bed comforters or other products have been moth proofed through a Westinghouse or other moth proofing process when such is not the fact.

3. Representing in any manner that bed comforters or other products have been guaranteed by and carry the Good Housekeeping "Seal of Approval" when such is not the fact.

4. Misrepresenting in any way the constituent fiber or material used in its merchandise or the respective percentages thereof.

It is further ordered, That the complaint be, and it is hereby, dismissed as to respondent Earl Chapman.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That Comforte, Inc., a corporation, and Nathan E. Chapman and Jesse Parmacek, individually and as officers of said corporation, shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: November 23, 1956.

By the Commission.

[SEAL] Robert M. Parrish,
Secretary.

[F. R. Doc. 56-10280; Filed, Dec. 17, 1956; 8:46 a. m.]

[Docket 6607]

Part 13—Digest of Cease and Desist Orders

O. J. M'CLURE TALKING PICTURES

Subpart—*Advertising falsely or misleadingly:* § 13.205 *Scientific or other relevant facts.* Subpart—*Disparaging competitors and their products*—competitors: § 13.953 *Reputation or standing;* [*Disparaging competitors and their products*]—competitors' products: § 13.1000 *Performance;* § 13.1033 *Success, use or standing.*

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, O. J. McClure trading as O. J. McClure Talking Pictures, Chicago, Ill., Docket 6607, November 24, 1956]

In the Matter of O. J. McClure, an Individual Trading as O. J. McClure Talking Pictures

This proceeding was heard by a hearing examiner on the complaint of the Commission, charging a Chicago manufacturer of manually operated sound slidefilm projectors with disparaging his competitors' automatic sound slidefilm projectors by false representations, made orally and in advertising, that the competitive projectors did not actually operate automatically, were worthless and considered a failure by users, and were misrepresented and sold by firms operating a racket.

Following entry of an agreement containing a consent order to cease and desist, the hearing examiner made his initial decision and order to cease and desist which, by order of November 23, became on November 24 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That the respondent O. J. McClure, an individual trading as O. J. McClure Talking Pictures, or under any other name, his representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution, of manually operated sound slidefilm projectors in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Disparaging the efficiency of automatic sound slidefilm projectors in a manner imputing that they are worthless, unworkable, not automatic and useless.

2. Disparaging the efficiency of automatic sound slidefilm projectors in a manner casting aspersion on the integrity and honesty of the competitors manufacturing such machines.

3. Disparaging the efficiency of automatic sound slidefilm projectors in a manner imputing that competitors manufacturing such machines are foisting a fraud on the public.

4. Disparaging the value of competitors' automatic sound slidefilm projectors by oral or published statements which are false or unfair.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondent herein shall within sixty (60) days after service upon him of this order, file with the Commission a report in writing setting forth in detail the manner and form in which he has complied with the order to cease and desist.

Issued: November 23, 1956.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 56-10281; Filed, Dec. 17, 1956; 8:46 a. m.]

TITLE 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T. D. 54262]

PART 5—CUSTOMS RELATIONS WITH CONTIGUOUS FOREIGN TERRITORY

IMPORTS; MANIFESTS; REPORT OF ARRIVAL

The following amendment to the Customs Regulations is made to permit the use of a copy of customs Form 7512 as a combined inward foreign manifest and in-bond transportation entry and manifest for certain importations of merchandise arriving from contiguous countries and entered for immediate transportation in bond or for transportation in bond and exportation.

Section 5.1 is amended as follows:

Paragraph (b) is amended by inserting ", except as provided for by paragraph (c) of this section and § 5.11 (c)," after "other cases" in the seventh sentence and by deleting ", except as provided for by § 5.11 (c)" at the end of the last sentence. Paragraph (c) is redesignated paragraph (d) and a new paragraph (c) is inserted to read:

(c) When all the merchandise arriving on one vessel or vehicle is entered immediately upon arrival either under a single immediate transportation entry or a single transportation and exportation entry, the copy of customs Form 7512 to be retained at the port of first arrival may be adapted for use as a combined inward foreign manifest and in-bond transportation entry and manifest. When Customs Form 7512 is to be so used, the foreign port of lading and the name of the shipper shall be shown thereon in every case and a certificate in the following form shall be executed by the master of the vessel or the person in charge of the vehicle:

> This entry correctly covers all the merchandise on the vessel or vehicle, of which I am the master or person in charge, when it first arrived in the United States. If any error in the quantity, kind of articles, or other details, is discovered, I will immediately report the correct information to the collector of customs.

The above prescribed form of certificate may be legibly stamped on the form or on a separate paper securely attached thereto.

(Sec. 624, 46 Stat. 759; 19 U. S. C. 1624. Interprets or applies sec. 459, 46 Stat. 717, as amended; 19 U. S. C. 1459)

RALPH KELLY,
Commissioner of Customs.

Approved: December 11, 1956.

W. RANDOLPH BURGESS,
Acting Secretary of the Treasury.

[F. R. Doc. 56-10288; Filed, Dec. 17, 1956; 8:48 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter V—Department of the Army

Subchapter F—Personnel

PART 578—DECORATIONS, MEDALS, RIBBONS AND SIMILAR DEVICES

MISCELLANEOUS AMENDMENTS

In § 578.3, revise paragraphs (b) (1) and (2) and (m) (3) to read as follows:

§ 578.3 *General provisions governing the awards of decorations.* * * *

(b) *Recommendations.* (1) It is the responsibility and privilege of any individual having personal knowledge of an act, achievement, or service believed to warrant the award of a decoration to submit a recommendation for consideration. It is usually desirable that the intended recipient not be informed of a pending recommendation or given an implied promise of an award prior to final approval and clearance. This is especially true when the intended recipient is a foreigner.

(2) Recommendations may be submitted in letter form but it is preferable that DA Form 638 (Recommendation for Award (Heroism, meritorious achievement or service)) be used. This form is self-explanatory; however, close attention to detail is most essential. A separate recommendation including a proposed citation will be submitted for each proposed award and only one proposed recipient will be named in a single recommendation. Lucid reporting of facts, not flowery generalities, will be most likely to achieve the object of the recommendation. Statements of eyewitnesses, extracts from official records, sketches, maps, diagrams, photographs, etc., will be attached to support and amplify stated facts. Statements must be signed and the signer clearly identified by his organization or address; if in the military service the service number should be included. All other documentation should be authenticated and related to the basic recommendation. The proposed citation usually will be limited to one typewritten page (8 by 10½ inches) double spaced.

* * * * *

(m) *Time limitations.* * * *

(3) When it reasonably can be established that a recommendation was placed in official channels within the prescribed time limits and has become lost, a signed statement to that effect, accompanied by a copy of the original recommendation if available, or a statement of the substance of the original recommendation may be accepted. This exception applies only to recommendations submitted for acts or services performed after September 2, 1945.

* * * * *

[C 1, AR 672-5-1, Nov. 30, 1956] (R. S. 161; 5 U. S. C. 22)

[SEAL] HERBERT M. JONES,
Major General, U. S. Army,
Acting The Adjutant General.

[F. R. Doc. 56-10275; Filed, Dec. 17, 1956; 8:45 a. m.]

Subchapter G—Procurement

PART 590—GENERAL PROVISIONS

PART 592—PROCUREMENT BY NEGOTIATION

PART 595—FOREIGN PURCHASES

PART 596—CONTRACT CLAUSES

PART 598—PATENTS AND COPYRIGHTS

PART 599—BONDS AND INSURANCE

PART 602—GOVERNMENT PROPERTY

PART 606—SUPPLEMENTAL PROVISIONS

MISCELLANEOUS AMENDMENTS

1. In § 590.253-2, revise material under heading "Chemical Corps", and revise § 590.305 (c), as follows:

§ 590.253-2 *Principal purchasing offices.* * * *

CHEMICAL CORPS

BW Laboratories, Fort Detrick, Frederick, Maryland.

Army Chemical Center Procurement Agency, Army Chemical Center, Maryland.

Chicago Chemical Procurement District, Chicago, Illinois.

New York Chemical Procurement District, New York, New York.

* * * * *

§ 590.305 *Specifications.* * * *

(c) *Purchase description and "or equal".* (1) In procurement exempted under the foregoing provisions, items may be described in Invitations for Bids or Requests for Proposals by use of a purchase description, provided such description adequately specifies the essential requirements. Heads of Procuring Activities will insure that necessary discretion is exercised in preparation of purchase descriptions, evaluation of bids, and award of contracts when such descriptions are used. Repeated use of a purchase description for any item other than one of minor significance indicates a need for a specification. In these instances, necessary action will be taken to provide for issuance of adequate Military or Federal Specifications as appropriate.

(2) When a purchase description cannot be prepared adequately in a clear and simple manner because of the technically involved construction or composition of the product, the name of one or preferably more commercial products may be used in the description followed by the words "or equal", to permit free and open competition and not limit bidding to the particular make or makes named. Such reference to commercial products shall be restricted to the product of one manufacturer, but shall be for the sole purpose of providing a common basis for competitive bidding. This method of describing requirements in terms of reference to specific manufacturers' products is discouraged and will be avoided insofar as possible.

(3) In instances where purchase descriptions are permitted and bids or proposals are to be solicited with a description based on an "or equal" provision with reference to item names and numbers published in manufacturers' catalogs, adequate description will be included to readily identify the products, such as the complete item names, identification of catalogs, and applicable catalog numbers with the corresponding

catalog descriptions. The Contracting Officer will also insure that a copy of any catalogs referenced, except parts catalogs, are available for review by bidders at the purchasing office, upon request. Necessary precaution will be exercised to avoid any invasion of proprietary rights or patent infringement.

(4) Contracting Officer will not use the phrase "or equal" to procure proprietary products under the guise of competitive bidding procedures, to the exclusion of other similar products at least of equal quality and performance that meet the actual needs. Purchase descriptions with the phrase "or equal" are not intended as a device to give any advantage to particular manufacturers by favoring one product over others or to substantiate a determination that no other manufacturers' products are equal in quality and performance to the products specifically listed in the Invitations for Bids or Requests for Proposals. The requirement for competitive procurement must not be negated by improper application and interpretation of purchase descriptions that describe the requirements by reference to specific manufacturers' products and the phrase "or equal". Rejection of a low bid offering products "as equal" to the product or products listed in an Invitation for Bids or Request for Proposals followed by "or equal", will be based on factual determination that the products are in fact not the equal of the named products and do not meet the actual needs of the Government. In instances where a proper determination has been made that one, and only one, supplier can furnish the required item or items, procurement must be accomplished by negotiation in accordance with Part 3 of this title and Part 592 of this subchapter.

* * * * *

2. Revise § 592.303, add § 592.404–4, and add new Subpart G to Part 592, as follows:

§ 592.303 *Determinations and findings by the head of a Procuring Activity signing as "a Chief Officer responsible for procurement".* (a) In addition to the Determinations and Findings authorized to be made by the Head of a Procuring Activity under § 3.303 of this title, the Head of a Procuring Activity, signing as "a Chief Officer responsible for procurement" may make the determination required by § 592.407 (b) with respect to the use of a Time and Materials Contract, or the Labor Hour Contract (§ 3.405–2 of this title).

(b) The Head of a Procuring Activity may delegate authority to make the determinations and findings required by §§ 3.403–4, 3.404, 3.405–1 and 3.405–2 of this title to the Deputy Head, Assistant Head, or Chief of Staff of the Procuring Activity and to chiefs of field procuring activities. He also may personally select one alternate for each such delegate, provided, however, that such alternate will be empowered to make the required determination only during periods of official absence of the delegate for whom he has been selected as alternate. Neither delegates nor their alternates may redelegate this authority.

(c) Determinations and Findings which may be made by the Head of a Procuring Activity in connection with procurement actions effected under the authority of Title II of the First War Powers Act, 1941, as amended, are set forth in § 606.403–4 of this subchapter. Such authority may not be redelegated below the level of the Head of a Procuring Activity unless specifically authorized by the Assistant Secretary of the Army (Logistics).

§ 592.404–4 *Cost-plus-incentive-fee contract*—(a) *Description.* The cost-plus-incentive-fee contract is a cost-reimbursement type contract with provision for a fee which is adjusted by formula in accordance with the relationship which total allowable costs bear to target costs. Under this type of contract, there is negotiated initially a target cost, a target fee, a minimum and maximum fee, and a fee adjustment formula. After performance of the contract, the final contract fee is determined in accordance with the formula. The formula provides, within limits, for increases in fee above target fee when total allowable costs are less than target costs, and decreases in fee below target fee when total allowable costs exceed target costs. The provision for increase or decrease in the fee is designed as an incentive to the contractor to increase his efficiency of performance. Terms used relative to cost-plus-incentive-fee contracts are defined in the text of the clause set forth in § 596.203–50 of this subchapter.

(b) *Applicability.* (1) The cost-plus-incentive-fee contract should be used only after it has been determined that use of a cost-type contract is in the best interest of the Government and the use of the provision for incentive revision of fee may be expected to reduce the ultimate cost of the procurement.

(2) Consideration should be given to using the cost-plus-incentive-fee provision in production contracts involving reasonably long production runs where, (i) the estimated costs of performance can be reasonably forecast, and (ii) the contractor's cost accounting system is sufficiently reliable and accurate to identify the costs of performance. Care must be exercised in negotiating contract target costs. Inflated or excessively low target costs may enhance or impair the operation of the incentive fee provision of the contract, without relating to economy in performance.

(3) In addition to the requirements of subparagraph (2) of this paragraph, contracting officers may give consideration to use of the cost-plus-incentive-fee type contract where:

(i) Production experience is limited, or

(ii) Developmental work will be required under the contract, or

(iii) The contract is to be performed in a Government-owned plant with the use of Government-owned facilities.

(c) *Instructions*—(1) *General.* New target costs will be mutually determined whenever a change order or supplemental agreement is made which increases or decreases the work required under the contract. Target cost agreed upon for work under change orders and supplemental agreements must be realistic. Negotiations for the establishment of target costs should be conducted in accordance with existing cost principles (Part 15 of this title).

(2) *Fee schedule.* The measure of the increase and the decrease in the fee (in paragraph (j) (2) of the cost-plus-incentive-fee clause in § 596.203–50 of this subchapter) shall normally be the same. The contract Schedule set forth target fees for each item and "maximum" and "minimum" incentive fees for each item which shall normally be equidistant from the respective target fees. In appropriate cases, the maximum and minimum incentive fees may be stated in terms of percentages of the target fees. Under some circumstances, it may be appropriate to use a sliding scale; for example, 0.01 cent for the first $100 of increased or decreased cost, 0.02 cent for the second $100, etc. Under such circumstances the contractor's participation will be on an increasing scale for each increment, never on a decreasing scale. The wording of paragraph (j) (2) of the cost-plus-incentive-fee clause in § 596.203–50 of this subchapter will be changed to reflect the sliding scale participation when used.

(3) *Determination and findings.* Where cost-plus-incentive-fee contracts are used, a determination and finding will be prepared in accordance with the provisions of Subpart C, Part 3 of this title and Subpart C of this part.

(4) *Termination.* In the event the contract is terminated, in whole or in part, the incentive fee under the cost-plus-incentive-fee contract shall be revised as may be equitable under the circumstances, and adjusted in the manner permitted or required by the contract. In the event of a partial termination such revision should include an adjustment of target cost, target fee, and other contract provisions with relation to the remaining portion which is affected by the partial termination.

(5) *Limitation on fee.* The target and the maximum fee shall be subject to the administrative limitations stated in § 3.404–3 (c) of this title.

SUBPART G—NEGOTIATED OVERHEAD RATES

Sec.
592.700 Scope of subpart.
592.706 Coordination.

AUTHORITY: §§ 592.700 and 592.706 issued under R. S. 161; 5 U. S. C. 22. Interpret or apply 70A Stat. 127; 10 U. S. C. 2301–2314.

§ 592.700 *Scope of subpart.* This subpart sets forth the implementing procedures for the negotiation of overhead rates for use in cost-reimbursement type contracts.

§ 592.706 *Coordination.* (a) The designation of a principal spokesman or moderator for the Department of the Army is required when an overhead rate is to be negotiated by more than one Technical Service or jointly by Army, Navy, or Air Force procuring activities with the same contractor.

(b) The Chief of the Technical Service having the greatest dollar value of contracts with the contractor, at the time of review by the cognizant audit agency, will furnish the principal spokesman or moderator who will:

(1) Coordinate the comments and recommendations of all Department of the Army negotiators and develop an acceptable Department of the Army position.

(2) Refer to the Deputy Chief of Staff for Logistics, Department of the Army, ATTN: Chief, Contracts Branch, any case in which the Department of the Army position cannot be agreed upon with respect to the rate or rates of overhead, application of cost principles, or particular item of cost.

3. Subpart B of Part 595 is revised to read as follows:

SUBPART B—CANADIAN PURCHASES

Sec.	
595.201	Purchases from Canadian suppliers.
595.201-50	Secretarial determination of exception.
595.201-51	Delegation of authority.
595.201-52	Reference in contractual documents.

AUTHORITY: §§ 595.201 to 595.201-52 issued under R. S. 161; 5 U. S. C. 22. Interpret or apply 70A Stat. 127; 10 U. S. C. 2301-2314.

§ 595.201 *Purchases from Canadian suppliers.* The purchase of supples or services from sources in the Dominion of Canada will be made with and administered through the Canadian Commercial Corporation through its Washington Office, except that:

(a) Under circumstances of public exigency as described in § 3.202-2 of this title, Procuring Activities are authorized to negotiate direct with suppliers or contractors domiciled in the Dominion of Canada without reference to the Canadian Commercial Corporation.

(b) Subject to applicable restrictions of §§ 592.205 and 592.211 of this subchapter, procuring activities are authorized to negotiate direct for research services to be rendered by any university, college, or educational institution located in the Dominion of Canada without reference to the Canadian Commercial Corporation or other Canadian clearing agency.

(c) When the Canadian Commercial Corporation requests that the procurement be made direct with Canadian suppliers or contractors.

§ 595.201-50 *Secretarial determination of exeception.* The Assistant Secretary of the Army (Logistics) determined, on July 10, 1956, pursuant to the authority contained in the act of March 3, 1933, as amended, popularly called the "Buy American Act" (47 Stat. 1520; 63 Stat. 1024; 41 U. S. C. 10a-d), that it is in the public interest for the Department of the Army to procure military supplies and equipment in Canada since one or more of the following benefits to the United States will accrue therefrom:

(a) Greater standarization of military equipment.

(b) Wider dispersal of hemispheric munitions-production facilities.

(c) Establishment of a supplemental source of supply for the United States and NATO countries.

(d) Increase in defense cooperation between the United States and Canada.

(e) Large savings to the United States in the case of many procurements.

(f) Conservation of domestic facilities, manpower and raw materials.

(g) Procurement at an earlier date than would be possible if the item were procured from United States sources.

§ 595.201-51 *Delegation of authority.* Contracting Officers are authorized to procure military supplies and equipment from Canadian sources without regard to the restrictions of the "Buy American Act," provided, the cost to the Government, including duty (whether or not a duty-free certificate may be issued) and transportation to destination, of any military supplies and equipment procured from Canadian sources is less than the cost would be if procured from a source in the United States.

§ 595.201-52 *Reference in contractual documents.* A reference to the Secretarial Determination of Exception under the "Buy American Act," referred to in § 595.201-50, will be placed on the voucher covering payment for each Canadian purchase under this authority, and a similar reference will be placed in the contract file.

4. Subpart E of Part 595, Duty and Customs, is redesignated as Subpart C, and § 595.502 *Emergency purchases of war material abroad,* is redesignated as § 595.302.

5. Subpart B is added to Part 596, as follows:

SUBPART B—CLAUSES FOR COST-REIMBURSEMENT TYPE SUPPLY CONTRACTS

Sec.	
596.203	Required clauses.
596.203-50	Allowable cost; incentive fee and payment.

AUTHORITY: §§ 596.203 and 596.203-50 issued under R. S. 161; 5 U. S. C. 22. Interpret or apply 70A Stat. 127; 10 U. S. C. 2301-2314

§ 596.203 *Required clauses.*

§ 596.203-50 *Allowable cost; incentive fee and payment.* When in accordance with the provisions of § 3.404-4 of this title and §592.404-4 of this subchapter the cost-plus-incentive-fee contract is used, the following clause will be made a part of the contract:

ALLOWABLE COST, INCENTIVE FEE AND PAYMENT

(a) For the performance of this contract, the Government shall pay to the Contractor:

(1) The cost thereof (hereinafter referred to as "allowable cost") determined by the contracting officer to be allowable in accordance with:

(i) Part 2 of section XV of the Armed Services Procurement Regulations as in effect on the date of this contract; and

(ii) The terms of this contract; and

(2) A final contract fee determined as provided in this contract.

(b) Once each month (or at more frequent intervals, if approved by the contracting officer), the Contractor shall submit to an authorized representative of the contracting officer, in such form and reasonable detail as such representative may require, an invoice or voucher supported by a statement of cost incurred by the Contractor in the performance of this contract and claimed to constitute allowable cost. Each statement of cost shall be certified by an officer or other responsible official of the Contractor authorized by it to certify such statements.

(c) As promptly as possible after receipt of each invoice or voucher, the Government shall, subject to the provisions of (d) below, make payments thereon as approved by the contracting officer. Payment of fee shall be made to the Contractor as specified in the Schedule; provided, however, that after payment of eighty-five percent (85%) of the total minimum incentive fee set forth in the schedule, further payment on account of the fee shall be withheld until a reserve or either fifteen percent (15%) of the sum of all target fees, or one hundred thousand dollars ($100,000), whichever is less, shall have been set aside.

(d) At any time or times prior to final payment under this contract the contracting officer may have the invoices or vouchers and statements of cost audited. Each payment theretofore made shall be subject to reduction for amounts included in the related invoice or voucher which are found by the contracting officer, on the basis of such audit, not to constitute allowable cost. Any payment may be reduced for overpayments, or increased for underpayments, on preceding invoices or vouchers.

(e) On receipt and approval of the invoice or voucher designated by the Contractor as the "completion invoice" or "completion voucher" and upon compliance by the Contractor with all the provisions of this contract (including, without limitation, the provisions relating to patents and the provisions of (f) below), the Government shall pay to the Contractor as promptly as possible any balance of allowable cost, and any part of the final contract fee which has been withheld pursuant to (c) above or otherwise not paid to the Contractor. The completion invoice or voucher shall be submitted by the Contractor as promptly as possible following completion of the work under this contract but in no event later than one (1) year (or such longer period as the Contracting Officer may in his discretion approve in writing) from the date of such completion. The final contract fee, established pursuant to (j) below, shall be evidenced by a supplemental agreement hereto, whereupon the Contractor shall promptly repay to the Government any excess fee payments theretofore made.

(f) The Contractor agrees that any refunds, rebates, or credits (including any interest thereon) accruing to or received by the Contractor or any assignee under this contract shall be paid by the Contractor to the Government, to the extent that they are properly allocable to costs for which the Contractor has been reimbursed by the Government under this contract. Reasonable expenses incurred by the Contractor for the purpose of securing such refunds, rebates, or credits shall be allowable costs hereunder when approved by the Contracting Officer. Prior to final payment under this contract, the Contractor and each assignee under this contract, whose assignment is in effect at the time of final payment under this contract, shall execute and deliver:

(1) An assignment to the Government, in form and substance satisfactory to the Contracting Officer, of refunds, rebates, or credits (including any interest thereon) properly allocable to costs for which the Contractor has been reimbursed by the Government under this contract; and

(2) A release discharging the Government, its officers, agents, and employees from all liabilities, obligations, and claims arising out of or under this contract, subject only to the following exceptions:

(i) Specified claims in stated amounts or in estimated amounts where the amounts are not susceptible of exact statement by the Contractor;

(ii) Claims, together with reasonable expenses incidental thereto, based upon liabilities of the Contractor, to third parties arising out of the performance of this contract; provided that such claims are not known to the Contractor on the date of the execution of the release; and provided further that the Contractor gives notice of such claims in writing to the Contracting Officer not more than six (6) years after the date of the release or the date of any notice to the Contractor that the Government is prepared to make final payment, whichever is earlier; and

(iii) Claims for reimbursement of costs (other than expenses of the Contractor by reason of its indemnification of the Government against patent liability), including reasonable expenses incidental thereto, incurred by the Contractor under the provision of this contract relating to patents.

(g) Any cost incurred by the Contractor under the terms of this contract which would constitute allowable cost under the provisions of this clause shall be included in determining the amount payable under this contract, notwithstanding any provisions contained in the specifications or other documents incorporated in this contract by reference, designating services to be performed or materials to be furnished by the Contractor at its expense or without cost to the Government.

(h) In order to foster economy by providing a tangible reward therefor, the target fees established in the Schedule shall be subject to adjustment in accordance with the provisions of (i) and (j) below. The following definitions apply:

(1) "Target cost" means the negotiated estimated cost of each item under this contract; and

(2) "Target fee" means the fee for each item under this contract which fee was negotiated on the assumption that each item would be produced for a cost equal to the target cost.

(i) The estimated cost and fee set forth opposite items (insert items for which target costs and target fees have been negotiated) are the target costs and target fees for those items.

(j) Within 90 days after completion of the work under this contract the Contractor shall forward to the Contracting Officer a detailed statement of all reimbursable costs determined in accordance with the terms of this contract. Upon submission of this statement the Contractor and the Contracting Officer shall negotiate promptly to establish the final contract fee as follows:

(1) The parties shall agree to a total contract cost to be utilized in determination of the final contract fee.

(2) The final contract fee for the performance of this contract shall be the sum of all target fees increased by (insert contractor's participation) cents for every dollar by which the total contract cost as determined in (1) above is less than the sum of the target costs or decreased by (insert contractor's participation) cents for every dollar by which the total contract costs as determined in (1) above exceeds the sum of the target costs. In no event shall the final contract fee be greater than the sum of the maximum incentive fees nor less than the sum of the minimum incentive fees set forth in the Schedule of this contract.

6. Revise paragraph (a) (3) in § 598.105–52, as follows:

§ 598.105–52 *Duties of designees*—(a) *Duties*. * * *

(3) Requesting clearance within 30 days from the Chief, Patents Division, to investigate and settle each such claim pursuant to § 598.105–55, inclosing a copy of the communication in which such claim was asserted or reported.

* * * * *

7. In § 598.105–54, revise letter and footnotes to read as follows:

§ 598.105–54 *Correspondence with claimant*. * * *

[Letterhead of Designee]

[Date] ----------

JOHN DOE,
Title Guarantee Building,
Miami, Florida.

DEAR SIR: Your letter to --------, dated -------- 19--, stating that United States Letters Patent No. ---------, granted (date of patent), to (patentee's full name), of (city and State), for "(title of invention)," is (are) infringed by (item or process) allegedly being used by the Department of the Army, has been referred to this office for necessary action and direct reply.

The matter presented in your letter will be carefully investigated and you will be informed of the Department of the Army's conclusions upon completion of the investigation.

To aid in the investigation, it is requested that you furnish this office as promptly as possible the following:

(1) The names and addresses of licensees, if any.

(2) Copies of license agreements.

(3) Brief statement of any litigation in which the patent(s) have been or are now involved.

(4) List of all notices of infringement which you have sent to alleged infringers of the patent (except the alleged infringers included in your statement of litigation), including but not limited to any other departments and agencies of the Government.

[(5) Two executed copies of the inclosed Notice of Appearances, required of any preson appearing in a representative capacity before the Department of the Army in a matter involving a claim against the United States.] [1]

[(6) An identification of the equipment or operation alleged to constitute infringement.] [2]

Sincerely yours,
[Signature of Designee or representative]

8. Revise paragraph (a) of § 598.105–55, rescind paragraph (c) of § 598.107–1, and revise § 598.1507, as follows:

§ 598.105–55 *Clearance to investigate*. (a) Within 30 days after receipt of a notice or report of such a claim the Designee shall request in writing from the Chief, Patents Division, clearance to investigate and settle the claim. So far as practicable, one Designee shall represent the Department of the Army in the investigation and settlement of each such claim. The Chief, Patents Division, may grant clearance to a Designee to investigate and settle claims, even though notice and request for clearance was not originated by such Designee.

* * * * *

§ 598.107–1 *License rights*. * * *
(c) *Foreign rights*. [Revoked.]

§ 598.1507 *Final report by designee where no license or assignment is procured*. A final report (in duplicate) of the results of the consideration on behalf of the Department, including a statement of conclusions shall be made by the Designee to the Chief, Patents Division, with respect to each proposed license or assignment the procurement of which (a) is believed to be inadvisable, or (b) the Designee has been unable to accomplish upon terms deemed reasonable by him. (A copy of the final report shall be forwarded by the Designee to the chiefs of the interested technical services at this time.) The Chief, Patents Division, if he concurs in the conclusions of the Designee, shall write a letter to the invention owner or his representative (with copies to the Designee and chiefs of interested technical services) stating the final conclusions of the Department.

9. Revise §§ 599.103–2 and 599.103–50, and add § 599.104–2, as follows:

§ 599.103–2 *Performance bonds in connection with construction contracts*. The penalty of the performance bond required in connection with a construction contract shall be at least in an amount equal to 50 percent of the contract price; except that authority is delegated to Heads of Procuring Activities, and to such other persons as they may designate, to determine whether a performance bond shall be required in connection with cost-reimbursement type construction contracts. Setting forth a minimum percentage herein shall not be construed as a bar to fixing a penalty in a greater percentage, up to 100 percent of the contract price, in a case where a greater percentage is deemed advisable for the protection of the Government, and fixing such greater penalty will not eliminate small, otherwise potentially acceptable contractors.

§ 599.103–50 *Additional performance bonds*. Where a performance bond has been required in connection with a contract, and there is executed (a) a change order in excess of $25,000, or (b) a supplemental agreement providing for any increase in the contract price, an additional performance bond to cover such increase or a consent of surety (§ 599.203 (a)) shall be required.

§ 599.104–2 *Payment bonds in connection with construction contracts*. Authority is hereby delegated to the Heads of the Procuring Activities, and to such other persons as they may designate, to determine whether a payment bond shall be required in connection with cost-reimbursement type construction contracts.

10. Revise §§ 599.104–50 and 599.105, and revoke § 599.106, as follows:

§ 599.104–50 *Additional payment bonds*. Where a payment bond has been required in connection with a contract, and there is executed (a) a change order in excess of $25,000, or (b) a supplemental agreement providing for any increase in the contract price, an additional payment bond to cover such increase, or a consent of surety (§ 599.203 (a)) shall be required.

§ 599.105 *Advance payment bonds*. Under § 592.504 (a) of this subchapter, advance payment bonds are required only in the most exceptional circumstances. Where the Head of a Procuring Activity considers a bond desirable, recommendation to that effect together with recommendation as to the penal sum thereof shall be forwarded to the Secretary for final determination

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[1] For use where claim is asserted by a representative of the claimant.

[2] For use where this information has not previously been furnished.

(§ 3.504 of this title and § 592.504 of this subchapter).

§ 599.106 *Patent infringement bonds.* [Revoked.]

11. Sections 599.107 and 599.201 are revised to read as follows:

§ 599.107 *Other types of bonds*—(a) *Fidelity bonds.* (1) Fidelity bonds will be required in connection with cost or cost-plus-fixed-fee contracts for supplies, construction, or for operation of Government-owned plants, only in those cases where the Head of a Procuring Activity or his designee consider such bonds are necessary for the protection of the Contractor or the Government.

(2) When a fidelity bond is required, a Primary Commercial Blanket form of bond in the penal sum of $10,000 will be considered sufficient. The Primary Commercial Blanket form of fidelity bond as standardized by the Surety Association of America, or its equivalent, is the approved form.

(3) In addition to the riders set forth in paragraph (c) of this section, a carrier providing fidelity bonds will be required to attach a rider requiring investigation of all Class A employees.

(4) When blanket fidelity insurance is purchased, carriers will be cautioned to apply all appropriate discounts.

(b) *Forgery bonds.* (1) Forgery bonds will be required in connection with cost or cost-plus-fixed-fee contracts for supplies, construction, or for operation of Government-owned plants, only in those cases where the Head of a Procuring Activity or his delegatee consider such bond or policy necessary for the protection of the Contractor or the Government or if it is considered desirable to obtain the investigative and claims services of a surety company.

(2) When such bond or policy is required, a penal sum in the amount of $10,000 will be considered sufficient. The depositors form of forgery bond or policy as standardized by the Surety Association of America, or its equivalent, is the approved form.

(3) Carriers providing this coverage shall be required to attach the riders or endorsements listed in paragraph (c) of this section.

(c) *Riders and endorsements required on fidelity and forgery bonds.* The following are types of riders which shall be required on fidelity and forgery bonds which are procured for the benefit of the Government.

(1) Rider providing for pro-rata refund of premium in the event of cancellation by the insured.

(2) Rider providing for notice to the Procuring Activity concerned in the event of any change in, or cancellation of, the bond.

(3) Rider providing for the investigation of all claims.

(4) Retroactive reinstatement rider: This rider contains a provision which is available for blanket fidelity and forgery bonds whereby after a loss has been sustained, the penalty of the bond is restored to its original amount notwithstanding prior losses. There is contained in the bond itself a provision which automatically restores the penalty of the bond to the original amount with respect to future losses.

(5) Waiver of restoration premium rider: This rider contains a provision which is available for blanket fidelity and forgery bonds which has the effect of eliminating the premium charge for restoring the penalty of the bond after a loss has been sustained.

(6) Cancellation or change notice rider: This rider contains a provision by which a surety agrees to notify certain named interested parties in the event that the bond is cancelled.

(7) Endorsement excluding subrogation to claims against the United States: This endorsement shall be required when the premium is paid by the Government directly or is a reimbursable item under the contract, and shall contain appropriate language excluding any claim on the part of the surety company to be subrogated, on payment of a loss or otherwise, to any claim against the United States.

§ 599.201 *General requirements of sureties*—(a) *Corporate sureties*—(1) *Acceptability.* In order to be acceptable, the corporate surety must have obtained authority from the Secretary of the Treasury to do business under the act of July 30, 1947 (61 Stat. 646; 6 U. S. C. 6–13). A list of the corporations approved by the Secretary of the Treasury is published annually by the Treasury Department (Form No. 356). This list indicates the maximum penal sum in which any corporate surety may underwrite any one obligation. Any corporation whose name is on this list is acceptable within the limits specified. Heads of Procuring Activities are responsible for distributing copies of the list. Requisitions for corporate surety lists shall be submitted to The Judge Advocate General annually on or before April 1.

(2) *Qualifications of agents and corporate sureties.* Corporate sureties should forward to The Judge Advocate General, Department of the Army, Washington 25, D. C., the following for filing:

(i) Powers of attorney on forms which may be obtained from The Judge Advocate General or certified copies of resolutions of their Boards of Directors or Trustees authorizing their officers or agents to execute bonds, and

(ii) Certificates evidencing the revocation of authority previously granted to execute bonds.

(3) *Corporate cosureties.* More than one corporate surety may be accepted as surety upon any recognizance, stipulation, bond, or undertaking in connection with either supply or construction contracts, provided that in no case will the liability of any such cosurety exceed the maximum penal sum in which the corporate surety is qualified to underwrite any one obligation. On bonds covering supply contracts where the amount of the bond is greater than the underwriting limitation of the corporate surety, the latter may reinsure with a corporation on the acceptable list of corporate sureties having the required underwriting capacity. Reinsurance agreements are not acceptable in connection with construction contracts. It is not necessary that corporate cosureties obligate themselves for the full amount of the bond. Each corporate surety may limit its liability in the bond to a specified sum. The sureties must bind themselves "jointly and severally" for the purpose of allowing a joint action or actions against any or all of them. When the bond is to be executed by two or more corporate sureties, Standard Form 27 will be used in the case of a performance bond and Standard Form 27A will be used in the case of a payment bond.

(b) *Individual sureties*—(1) *Acceptability.* Individual sureties are acceptable for all types of bonds other than fidelity and forgery bonds; provided, that individual sureties shall be citizens of the United States, except that sureties on bonds executed in foreign countries, the Canal Zone, Puerto Rico, Hawaii, Alaska, Guam, or any possession of the United States, to secure the performance of contracts entered into in those places need not be citizens of the United States, but if not citizens of the United States shall be domiciled in the place where the contract is to be performed.

(2) *Number.* If individual sureties are used there shall be at least two responsible individuals on each bond.

(3) *Extent of liability.* The liability of each individual surety shall extend to the entire penal amount of the bond.

(4) *Justification.* Individual sureties will each justify, under oath, in an amount not less than the penal amount of the bond.

(5) *Stockholders as sureties.* On any bond of which a corporation is the principal obligor, a stockholder of that corporation is acceptable as cosurety on the bond; provided, that his net worth exclusive of his stock holding in the corporation is equal to the amount for which he justified and provided further, that such fact is expressly stated in his affidavit of justification.

(6) *Affidavit of individual surety.* Standard Form 28 will be used in connection with the justification of an individual surety.

(c) *Partnerships as sureties.* A partnership or other unincorporated association, as such, will not be accepted as a surety. The individual members of the partnership or association may if they meet the requirements of (b) of this section qualify as sureties. Individual members of a partnership or association will not be acceptable as sureties on bonds under which the partnership or association, or any copartner or member thereof, is the principal obligor.

(d) *Substitution or replacement of a surety.* In case of financial embarrassment, failure, or other disqualifying cause on the part of a surety under a bond, the Head of the Procuring Activity concerned will require the substitution of a new surety satisfactory to him.

12. Revise § 602.1705 and add paragraph (a) (9) to § 606.204–1, as follows:

§ 602.1705 *General.* (a) Exceptions to the policy of using the Contractor's Government Property control records as the official contract records may be authorized in accordance with the following:

(1) Heads of Procuring Activities are delegated authority to:

(i) Authorize exceptions to specific contracts, specific invitations for bids or specific requests for proposals, with power of redelegation to chiefs and acting chiefs of field procuring activities without authority of further redelegation.

(ii) Authorize class or group exceptions for short-term contracts, or for contracts where only a few items of Government Property are to be provided. This authority may be redelegated to one individual by position title without authority of further redelegation. Class or group exceptions will be authorized pursuant to a written determination which shall include justication for the exception. Copies of the authorization will be furnished to field procuring activities concerned and to the Deputy Chief of Staff for Logistics, Department of the Army, ATTN: Chief, Contracts Branch.

(2) When exceptions are authorized in accordance with subparagraph (1) of this paragraph, the contracts involved will be modified as follows:

(i) Add the following to the Government-Furnished Property/Government Property Clause:

> Notwithstanding the provisions of ( )[1] above, the Government will maintain the official control records for Government Property provided pursuant to this clause and the Contractor is not required to maintain property control records for such property in accordance with the requirements of the "Manual for Control of Government Property in Possession of Contractors."

(ii) Add the following to the Alterations in Contract Clause:

> Sub-clause ( ),[1] modifying sub-clause ( )[1] has been added to the Government Furnished Property/Government Property clause.

(b) In connection with the approval of the Contractor's control records and procedures the Contract Administrator will require that all documents or types of documents run in one or more unbroken series and that all unused or destroyed numbers are accounted for or that equivalent controls exist which will assure that all documents pertinent to any single contract are considered in the property record of that contract.

(c) Accounting for identical items of plant equipment valued at $500 or less on individual stock record cards or historical record forms in accordance with paragraph 304.3, § 30.2 of this title, is not required. Individual item accounting is not required for identical items of furniture, office, medical, and cafeteria equipment, regardless of price. [301]

NOTE: This section is also applicable to paragraph 207.1, § 30.3 of this title.

§ 606.204-1 *Personnel or professional service.* * * *

(a) *Employment of experts or consultants by formal contract.* * * *

(9) *Application of Federal Social Security Taxes.* (i) On and after January 1, 1955, individuals (other than aliens performing services outside continental United States, the Territories of Alaska and Hawaii, the Virgin Islands and Puerto Rico, and alien specialists retained to meet the requirements of "Project 63") performing personal services under formal contracts are generally eligible for old age and survivors insurance coverage under the Social Security Amendments of 1954 (Public Law 761, 83d Congress, 68 Stat. 1052 et seq.) when the legal relationship created by the formal contract is that of employer and employee. Ordinarily, an employer-employee relationship exists when the Government has the right to control and direct the individual, not only as to the results to be accomplished by the work, but also as to the details and means by which the result is to be accomplished. If an individual is subject to the control or direction of the Government only as to the result to be accomplished by the work and not as to the means and methods for accomplishing the result, he is an independent contractor not eligible for coverage (Treas. Reg. 128, 26 CFR (1954) 408.204).

(ii) Heads of Procuring Activities will:

(*a*) Include in the Social Security Program those individuals who are employed to perform personal services by formal contracts executed under the authority of section 15, Public Law 600; 79th Congress (60 Stat. 806, 810), provided they are otherwise eligible in accordance with the conditions set forth in this section.

(*b*) Make deductions for Social Security taxes from the compensation paid to such individuals for services performed, as required by the Federal Insurance Contributions Act (sec. 3101, et seq., Internal Revenue Code, 1954), as amended.

* * * * *

[C 25, APP, Nov. 1, 1956] (R. S. 161; 5 U. S. C. 22. Interpret or apply 70A Stat. 127; 10 U. S. C. 2301-2314)

[SEAL] HERBERT M. JONES,
Major General, U. S. Army,
Acting The Adjutant General.

[F. R. Doc. 56-10274; Filed, Dec. 17, 1956; 8:45 a. m.]

TITLE 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration

PART 8—NATIONAL SERVICE LIFE INSURANCE

RENEWAL OF 5-YEAR LEVEL PREMIUM TERM INSURANCE

In § 8.85, that portion of paragraph (b) preceding subparagraph (1) is amended to read as follows:

§ 8.85 *Renewal of National Service life insurance on the 5-year level premium term plan.* * * *

(b) A 5-year level premium term policy which lapsed for nonpayment of the premium due for the 59th (95th) or 60th (96th) month and subsequently expired on or after July 23, 1953, while in lapsed status, may be renewed subsequent to the expiration of the old term period provided the insured prior to the expiration of the new term period:

* * * * *

(Sec. 608, 54 Stat. 1012, as amended, sec. 6, 65 Stat. 35; 38 U. S. C. 808, 855. Interprets or applies sec. 602, 54 Stat. 1009, as amended; 38 U. S. C. 802)

This regulation is effective December 13, 1956.

[SEAL] JOHN S. PATTERSON,
Deputy Administrator.

[F. R. Doc. 56-10287; Filed, Dec. 17, 1956; 8:47 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Public Health Service

[42 CFR Part 72]

INTERSTATE QUARANTINE

SHIPMENT OF ETIOLOGIC AGENTS

Notice is hereby given that the Surgeon General of the Public Health Service, with the approval of the Secretary of Health, Education, and Welfare, proposes to amend the regulations in this subpart as shown below. Interested persons may submit written data, views or arguments (in duplicate) in regard to the proposed regulations to the Surgeon General, Public Health Service, Washington 25, D. C. All relevant material received not later than 30 days after the publication of this notice will be considered.

Subpart C, Shipment of Certain Things, would be amended by adding the following new section:

§ 72.25 *Etiologic agents.* (a) (1) For the purpose of this section, etiologic agent is defined as the causative agent of the following diseases and such others as may be prescribed from time to time by the Surgeon General: Anthrax, botulism, brucellosis, cholera, Colorado tick fever, Coxsackie diseases, diphtheria, encephalitis (arthropod-borne), glanders, leptospirosis, lymphocytic choriomeningitis, melioidosis, meningococcal meningitis, paratyphoid fever, plague, poliomyelitis, Q fever, rabies, relapsing fever, rickettsialpox, Rift Valley fever, Rocky Mountain spotted fever, schistosomiasis, scrub typhus, smallpox, tetanus, tuberculosis, tularemia, typhoid fever, typhus fever, and yellow fever.

(2) The provisions of this section shall not apply to specimens transmitted to laboratories for diagnostic purposes or

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[1] Insert appropriate sub-clause.

to finished biological products for human or veterinary use bearing the U. S. Government license number of the manufacturer.

(b) A person shall not knowingly transport or cause to be transported in interstate traffic any etiologic agent unless:

(1) In the case of fluid materials or solid materials other than frozen, the container of the etiologic agent is watertight and airtight and is enclosed in a second durable watertight and airtight container with the intervening space provided with sufficient absorbent material so placed as to absorb the entire contents in case of breakage, and each such double container is individually enclosed in a carton or wooden shipping container.

(2) In the case of frozen materials, the container of the etiologic agent is watertight and airtight and is enclosed in a second durable watertight and airtight container or surrounded by sufficient absorbent material to absorb the contents in case of breakage; the package contains enough dry ice and sufficient insulation material to insure that the material will remain frozen for at least 24 hours longer than the expected time of delivery of the shipment to the consignee; and the container with its immediate surrounding material, dry ice and insulation is enclosed in a carton or wooden shipping container.

(3) (i) The contents of a single container does not exceed one U. S. gallon.

(ii) All containers and closures are so designed and constructed of such materials that they are capable of withstanding without rupture or leakage of contents, all shocks, pressure changes, or other conditions ordinarily incident to transportation handling.

(4) The shipping documents and the manifest accompanying the shipment include statements that the shipment contains infectious material and identifies the etiologic agent involved. The shipment itself shall be appropriately labeled.

(5) The requirements of this paragraph are in addition to and not in lieu of any other packaging or labeling requirements for the interstate shipment of etiologic agents established by the Interstate Commerce Commission and Civil Aeronautics Board.

(c) In event of leakage or other indication of escape of an etiologic agent from a container in interstate traffic, the operator or person in charge of the conveyance or the premises where the leakage or escape occurs shall:

(1) Immediately notify the Surgeon General or his authorized representative.

(2) (i) If leakage or escape occurs on a conveyance, remove the conveyance from service and isolate it as soon as possible. Isolate the affected area until such time as the conveyance can be removed from service.

(ii) If leakage or escape occurs at a terminal, transfer point, or other location not on a conveyance, isolate the area known to be or suspected of being contaminated.

(3) Prevent removal of any luggage, cargo, or other items from the affected area or conveyance unless such removal is necessary for purposes of safety or the preservation of life, health, or property.

(4) Inform all passengers, carrier employees and other persons who were or may have been exposed to contamination or infection, of the hazards thereof and request that such persons remain isolated until appropriate measures can be taken to prevent the transmission of disease. In event any such person departs before appropriate decontamination procedures have been applied, notify the State or local health authorities having jurisdiction.

(5) Obtain names, home addresses and addresses of destination of all persons who may have been exposed to contamination or infection.

(6) Apply appropriate decontamination procedures and other measures as specified by the Surgeon General or his authorized representative.

(7) Except when necessary for purposes of safety or the preservation of life, health or property, or for purposes of decontamination, prevent persons from boarding the conveyance or entering the area until clearance is obtained from the Surgeon General or his authorized representative.

(d) Isolation of the conveyance or affected areas shall be continued pending completion of measures prescribed by the Surgeon General for preventing the spread of disease and until such time as clearance is obtained from the Surgeon General or his authorized representative.

(e) In the event of loss of a shipment of etiologic agents in transit, the carrier shall immediately notify the Surgeon General or his duly authorized representative of such loss and provide him with all available information concerning the nature of the shipment, circumstances surrounding its loss and such other information as he may require.

(Sec. 215, 58 Stat. 690; 42 U. S. C. 216. Interpret or apply sec. 361, 58 Stat. 703, 42 U. S. C. 264)

Dated: December 5, 1956.

[SEAL] L. E. BURNEY,
Surgeon General.

Approved: December 12, 1956.

M. B. FOLSOM,
Secretary.

[F. R. Doc. 56-10283; Filed, Dec. 17, 1956; 8:47 a. m.]

NOTICES

DEPARTMENT OF COMMERCE

Federal Maritime Board

[Docket No. M-75]

COASTWISE LINE

NOTICE OF HEARING ON APPLICATION TO BAREBOAT CHARTER ONE DRY-CARGO VESSEL

Notice is hereby given that a public hearing will be held on December 21, 1956, at 9:30 a. m., e. s. t., in Room 4519, New General Accounting Office Building, 5th and G Streets NW., Washington, D. C., upon the application of Coastwise Line, to extend the bareboat charter, pursuant to section 5 (e) of the Merchant Ship Sales Act, 1946, as amended (Public Law 591, 81st Congress) (50 U. S. C. App. 1738) of one (1) Liberty type dry cargo vessel, the "Ira Nelson Morris," for operation for a minimum period of twelve (12) months between ports in California, the Pacific Northwest, British Columbia, and Alaska.

The purpose of the hearing is to receive evidence with respect to whether the service for which such vessel is proposed to be chartered is required in the public interest and is not adequately served, and with respect to the availability of privately-owned American flag vessels for charter on reasonable conditions and at reasonable rates for use in such service. Evidence also will be received with respect to any restrictions or conditions that may be necessary or appropriate to protect the public interest in respect of such charter as may be granted and to protect privately-owned vessels against vessels chartered as a result of this proceeding.

All persons having an interest in the application will be given an opportunity to be heard if present.

An Examiner of the Hearing Examiner's Office will preside at the hearing. The parties may have oral argument before the Examiner immediately after the receipt of evidence in lieu of briefs, and an initial decision will be issued. The time for filing exceptions thereto is restricted to seven (7) days and no replies to exceptions will be received.

Dated: December 17, 1956.

By order of the Federal Maritime Board.

[SEAL] JAMES L. PIMPER,
Secretary.

[F. R. Doc. 56-10335; Filed, Dec. 17, 1956; 10:41 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ALASKA

AMENDMENT OF NOTICE OF PROPOSED WITHDRAWAL AND RESERVATION OF LAND

Notice of the proposed withdrawal and reservation of lands for the Bureau of Land Management in the MacLaren

River Area, Alaska, was published in the FEDERAL REGISTER, August 16, 1955, Volume 20, No. 159, Page 5955. This application, which is identified by the serial number Anchorage 030577, has been amended to permit the issuance of mineral leases and the disposal of materials in accordance with the provisions of the Materials Act.

This application has been amended, also, insofar as the MacLaren River Area Site is concerned to read as follows:

MACLAREN RIVER AREA

An area extending on both sides of the Denali Highway on the west side of the MacLaren River at the river crossing at approximate mile 90 of the Denali Highway as measured from the intersection of the McKinley Park-Summit-Denali Highway roads and more particularly described as follows:

Beginning at a point on the centerline of the Denali Highway at the West abutment of the MacLaren River bridge, latitude 63°7'11.41'' North, longitude 146°31'41.57'' West at BPR Engineer Station 2197+23.63; thence North 79°36' East 23.63 feet along the centerline to BPR Engineer Station 2197+00; to the True Point of Beginning; thence Northerly along the West bank of the MacLaren River 660 feet; thence West 660 feet; thence south 1,320 feet; thence East approximately 660 feet to a point on the West bank of the MacLaren River; thence Northerly approximately 660 feet along said west bank at the Point Beginning.

Containing approximately 20 acres.

EUGENE V. ZUMWALT,
Acting Operations Supervisor.

[F. R. Doc. 56-10277; Filed, Dec. 17, 1956; 8:45 a. m.]

DEPARTMENT OF AGRICULTURE

Commodity Stabilization Service and Commodity Credit Corporation

GRAINS AND RELATED COMMODITIES UNDER WAREHOUSE-STORAGE LOANS MADE UNDER 1956 PRICE SUPPORT PROGRAMS

NOTICE OF FINAL DATE FOR REDEMPTION

Unless earlier demand is made by CCC, warehouse-storage loans under 1956 Price Support Programs on the agricultural commodities designated in the table below mature and are due and payable on the dates indicated. Unless such loans are repaid on or before the final date for repayment specified below, or the producer notifies the ASC county committee in writing that the funds have been placed in the mail, CCC will purchase the commodities pursuant to the provisions of the note and loan agreement at the higher of (1) the amount of the loan plus interest and charges or (2) the market value as determined by the appropriate CSS commodity office as of the close of the market on the final date for repayment. In the event such market value is in excess of the loan value plus interest and charges, the excess amount will be paid to the producer by the appropriate CSS commodity office.

Notwithstanding the foregoing provisions, if there has been fraudulent representation by the producer in obtaining the loan, the purchase price applicable to such purchase by CCC shall be the market value only.

Commodity	Maturity date	Final date for repayment
Barley in Alabama, Arkansas, Delaware, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, New Jersey, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia	Feb. 28, 1957	Feb. 28, 1957
Arizona and California	Mar. 11, 1957	Mar. 11, 1957
In all other States	Apr. 30, 1957	Apr. 30, 1957
Corn	July 31, 1957	July 31, 1957
Dry edible beans in Michigan, New York, and Pennsylvania	Feb. 28, 1957	Feb. 28, 1957
In all other States	Apr. 30, 1957	Apr. 30, 1957
Flaxseed in Arizona and California	Jan. 31, 1957	Jan. 31, 1957
In all other States	Apr. 30, 1957	Apr. 30, 1957
Grain sorghums	Mar. 31, 1957	Apr. 1, 1957
Oats in Alabama, Arkansas, Delaware, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, New Jersey, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia	Feb. 28, 1957	Feb. 28, 1957
In all other States	Apr. 30, 1957	Apr. 30, 1957
Rice in Arizona and California	do	Do.
In all othor States	Mar. 18, 1957	Mar. 18, 1957
Rye in Alabama, Arkansas, Delaware, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, New Jersey, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia	Feb. 28, 1957	Feb. 28, 1957
In all other States	Apr. 30, 1957	Apr. 30, 1957
Soybeans	May 31, 1957	May 31, 1957
Wheat in Alabama, Arkansas, Delaware, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, New Jersey, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia	Feb. 28, 1957	Feb. 28, 1957
In all other States	Mar. 31, 1957	Apr. 1, 1957

The CSS commodity offices and the areas served by them are shown below:

Chicago 5, Illinois, 623 South Wabash Avenue: Connecticut, Delaware, Illinois (except for rice), Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia.

Dallas 1, Texas, 500 South Ervay Street: Alabama, Arkansas, Florida, Georgia, Illinois (for rice only), Louisiana, Mississippi, Missouri (for rice only), New Mexico, North Carolina, Oklahoma, South Carolina, Tennessee, Texas.

Kansas City 11, Missouri, 560 Westport Road: Colorado, Kansas, Missouri (except for rice), Nebraska, Wyoming.

Minneapolis 8, Minnesota, 1006 West Lake Street: Minnesota, Montana, North Dakota, South Dakota, Wisconsin.

Portland 5, Oregon, 1218 Southwest Washington Street: Arizona, California, Idaho, Nevada, Oregon, Utah, Washington.

(Sec. 4, 62 Stat. 1070 as amended; 15 U. S. C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 101, 301, 401, 63 Stat. 1031; 15 U. S. C. 714c, 7 U. S. C. 1441, 1447, 1421)

Done at Washington, D. C., this 12th day of December 1956.

[SEAL] WALTER C. BERGER,
Executive Vice President,
Commodity Credit Corporation.

[F. R. Doc. 56-10300; Filed, Dec. 17, 1956; 8:49 a. m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-9262, G-9960]

HOUSTON TEXAS GAS AND OIL CORP. AND COASTAL TRANSMISSION CORP.

ORDER GRANTING ORAL ARGUMENT AND DENYING MOTION FOR EXTENSION OF TIME TO FILE BRIEFS

The Florida Economic Advisory Council (Council) on December 7, 1952, filed in the above-styled proceedings a motion for an extension of time within which to file a brief of opposing interveners in the proceedings coupled with a request for oral argument before the Commission in such proceedings. The Council requests that the time for filing briefs be extended from December 15, 1956, to December 20, 1956.

The Public Service Commission of the State of New York by telegram received by the Commission on December 11, 1956, indicated its concurrence in the motion filed by the Council, and requested a similar extension of time for filing its brief and also requested that oral argument be heard by the Commission.

For the reasons stated in our order issued in these proceedings on December 6, 1956, it would not be in the public interest to extend beyond December 15, 1956, the time within which the opposing interveners shall file briefs in these proceedings.

The Commission finds, however, that it would be appropriate and in the public interest to hear oral argument in the proceedings.

The Commission orders:

(A) The motion of the Florida Economic Advisory Council and the request of the Public Service Commission of the State of New York for an extension of time from Deeember 15, 1956, to December 20, 1956, within which to file briefs of opposing interveners be and it is denied.

(B) The motion of the Florida Economic Advisory Council and the request of the Public Service Commission of the State of New York for oral argument before the Commission be and it is granted.

(C) An oral argument be held before the Commission on December 21, 1956, at 10:00 a. m., e. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved and the issues presented by the applications filed in these proceedings.

(D) Counsel for each party to the proceeding, filing a brief and desiring to participate in the oral argument before the Commission, shall notify the Secretary of the Commission on or before December 17, 1956, in writing of his desire to present oral argument and shall specify the amount of time desired for such argument.

Issued: December 13, 1956.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 56-10286; Filed, Dec. 17, 1956; 8:47 a. m.]

OFFICE OF DEFENSE MOBILIZATION

[ODM (DPA) Request No. 6 (a)]

REQUEST TO PARTICIPATE IN ACTIVITIES OF ARMY ORDNANCE INTEGRATION COMMITTEE ON SMALL ARMS AMMUNITION (EXCEPTING 20 MM)

Pursuant to section 708 of the Defense Production Act of 1950, as amended, the request set forth below to participate in the voluntary plan entitled, "Plan and Regulation of the Ordnance Corps Governing the Integration Committee on Small Arms Ammunition (Excepting 20 MM)," amended to extend membership eligibility in accordance with the Defense Production Act Amendments of 1955, was approved by the Attorney General, after consultation with respect thereto between the Attorney General, the Chairman of the Federal Trade Commisison, and the Director of the Office of Defense Mobilization.

This amended voluntary plan has been approved by the Director of the Office of Defense Mobilization and found to be in the public interest as contributing to the national defense.

CONTENTS OF REQUEST

You are requested to participate in the activities of an integration committee in accordance with the enclosed voluntary plan entitled "Plan and Regulation of the Ordnance Corps Governing the Integration Committee on Small Arms Ammunition (Excepting 20 MM)," as amended pursuant to the Defense Production Act Amendments of 1955.

The Attorney General has approved this request after consultation with respect thereto between his representatives, representatives of the Chairman of the Federal Trade Commission and my representatives, pursuant to section 708 of the Defense Production Act of 1950, as amended.

I have approved the voluntary plan and have found it to be in the public interest as contributing to the national defense. You will become a participant therein upon notifying me in writing of your acceptance of this request. Will you kindly also send two copies of your acceptance to the Industrial Operations Branch, Procurement Division, Office of the Deputy Chief of Staff for Logistics, Department of the Army, Washington 25, D. C.

Immunity from prosecution under the Federal antitrust laws and the Federal Trade Commission Act will be given upon such acceptance, provided that the activities of the Integration Committee on Small Arms Ammunition (Excepting 20 MM) and your participation therein are within the limits set forth in the voluntary plan.

Your cooperation in this matter will be appreciated.

Sincerely yours,

ARTHUR S. FLEMMING,
Director.

The following supersedes the list of acceptances published in 16 F. R. 12203, December 1, 1951:

ACCEPTANCES

The American Brass Company, Waterbury 20, Connecticut.

Chase Brass & Copper Company, Waterbury 20, Connecticut.

Federal Cartridge Corporation, Minneapolis, Minnesota.

The International Silver Company, Meriden, Connecticut.

McQuay-Norris Manufacturing Company, St. Louis, Missouri.

Olin Mathieson Chemical Corporation, New York 22, New York.

The Plume & Atwood Manufacturing Company, Thomaston, Connecticut.

Remington Arms Company, Inc., Bridgeport, Connecticut.

Revere Copper and Brass, Incorporated, New York 17, New York.

Scovill Manufacturing Company, Waterbury 91, Connecticut.

(Sec. 708, 64 Stat. 818, as amended; 50 U. S. C. App. Sup. 2158; E. O. 10480, Aug. 14, 1953, 18 F. R. 4939)

Dated: December 13, 1956.

[SEAL] ARTHUR S. FLEMMING,
Director.

[F. R. Doc. 56-10285; Filed, Dec. 17, 1956; 8:47 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 812-1046]

MUTUAL INVESTMENT FUND OF CONNECTICUT, INC.

NOTICE OF APPLICATION FOR EXEMPTION FROM CERTAIN PROVISIONS OF THE ACT

DECEMBER 12, 1956.

Notice is hereby given that Mutual Investment Fund of Connecticut, Inc. ("Applicant"), a registered open-end, diversified investment company, has filed an application pursuant to section 6 (c) of the Investment Company Act of 1940 ("act"), for exemption from the following sections of the act: section 20 (a); section 22 (d); section 22 (e); section 16 (a); and section 24 (d); and Rule N-20A-1 of the general rules and regulations under the act.

Applicant was organized on August 14, 1956, by the Savings Banks' Association of Connecticut under the general incorporation laws of Connecticut following enactment of section 2678 (d) of the 1955 Supplement to Connecticut General Statutes. This statute, sponsored by the Savings Banks' Association of Connecticut and approved by the State Bank Commissioner, contemplates the organization of an investment company whose shares were to be owned by savings banks located in Connecticut.

The Applicant is subject to certain limitations and restrictions prescribed by the new statute as follows:

(a) The investment company must be registered under the Investment Company Act of 1940, as amended;

(b) All of its shares must be owned by savings banks organized under the laws of the State of Connecticut and doing business in that State;

(c) The assets of the investment company must be invested only in such investments as are permitted by section 2678 (d) and section 5815 (2)-(7) inclusive, as amended by section 2667 (d)-2672 (d), 1955 Supplement to Connecticut General Statutes;

(d) The amount of stock of any corporation which may be held by the investment company cannot exceed 5 percent of the total number of shares of such corporation outstanding at the time of investment by the investment company, provided, at the time of investment the amount invested by such company in the shares of any corporation shall not exceed 10 percent of the total assets of such investment company; and

(e) The total investment of any Connecticut savings bank in the stock of such investment company may not exceed 20 percent of its surplus and profit and loss.

In addition, the charter of the Applicant provides that the board of directors shall consist of 9 members each of whom must be a director, trustee or officer of a Connecticut savings bank which holds stock in the Applicant.

Applicant declares that it intends to keep the Bank Commissioner of Connecticut informed on all aspects of its affairs and activities and to send him all reports sent to stockholders so that he can determine if the affairs of the Applicant conform with section 2678 (d). Applicant also will furnish the Bank Commissioner such additional information as he may request from time to time.

Applicant will employ no underwriter; it is contemplated that any Connecticut savings bank desiring to participate in the initial offering of shares may place an order directly with Guaranty Trust Company of New York, the transfer agent and registrar of the Applicant, at a price of $100 per share. Subsequent purchases may be made in the same manner at the current net asset values, plus a seventy-five cents per share charge covering commissions and related expenses. Applicant does not propose to issue any prospectus.

It is recited in the application that Applicant will enter into a contract for investment advisory, custodial, transfer agent, and registrar services with Guaranty Trust Company of New York.

Since several aspects of its proposed operations conflict with certain provisions of the act and regulations thereunder, it has filed the instant application for exemption from such provisions. Applicant declares that the unusual circumstances relating to the organization, ownership, and operation of Applicant warrant the granting of the exemptions as hereinafter requested.

Applicant contends that compliance with the proxy rules and regulations promulgated under the Securities and Exchange Act of 1934 as required by section 20 (a) of the Investment Company Act and Rule N-20A-1 thereunder would serve no useful purpose and would not provide any corresponding benefits to the savings banks' shareholders. In this connection it is pointed out that there are 71 savings banks in Connecticut and those who determine to become stockholders of Applicant will be well informed of its activities as well as the savings bankers who will constitute its board of directors and officers.

Applicant also seeks an exemption from that part of section 24 (d) of the act which provides that the exemption from the registration requirements of the Securities Act of 1933 contained in section 3 (a) (11) of that act shall not be applicable to securities issued by a registered investment company. Section 3 (a) (11) of the Securities Act grants an exemption for securities sold only to persons resident within a single state by a corporation incorporated in and doing business within such state.

Applicant notes that there are only 71 savings banks in Connecticut and the sales of its shares are restricted to such banks and that at the time operations are commenced each savings bank will be provided with a copy of its charter, by-laws, contract with Guaranty Trust, the Notification of Registration and its Registration Statement under the act, the instant application and the findings and opinion of the Commission on this application. Applicant contends that the public interest would not be served by registration under the Securities Act and that registration would result in a further burden and expense.

Section 22 (d) of the act would require Applicant to sell its securities at a public offering price described in a prospectus. Applicant states that the reasons urged for exemption from section 24 (d) have equal application to a request for exemption from this section.

Section 22 (e) of the act prohibits a registered investment company from suspending the right of redemption or postponing the date of payment for more than 7 days except as specified therein.

The by-laws of the Applicant relating to the repurchase of its stock provide that the computation of net asset value of its shares for purposes of redemption shall apply only to the extent of 200 shares or 10 percent of the total number of shares issued on the date notice is given by the holder presenting shares of redemption, whichever is greater, with continuing like computations on each succeeding business day of any excess number of shares, as to which notice was received, subject to the same maximum, until the asset value of the number of shares tendered has been computed. In addition to the foregoing and the exceptions provided in section 22 (e), the by-laws of the Applicant also provide for postponement of payment or suspension of right of redemption "for such other period as may be fixed by the Board of Directors if the Board of Directors shall determine that it is contrary to the best interests of the Fund and to its other stockholders to commit the Fund to an earlier repurchase of any or all of the shares so offered, but such determination shall be made only when a request for repurchase remains unaccepted or when the Board of Directors expressly concludes that by reason of the number of shares offered or the condition of the securities markets there is doubt as to the ability of the Fund to liquidate assets sufficient to raise the necessary funds within an earlier time without undue sacrifice and that the existence of extraordinary conditions required adoption of an emergency measure." In addition, the by-laws provide that payment on redemption must be made within seven business days, rather than seven days, after the redemption price is computed.

Applicant states that savings banks of Connecticut may be influenced toward a common investment policy as a result of prevailing conditions or unusual occurrences and that under such circumstances, substantial requests for redemption may be made at or about the same time. Therefore, Applicant states, it is desirable in the interests of the investing savings banks that the number of shares which may be redeemed on any one day be restricted; that the Board of Directors be given some discretion with respect to the liquidation of assets necessary to meet redemptions, in times of emergency; and that the dates of payments on redemptions be measured in business days when the savings banks, New York Stock Exchange, and transfer agent would all be open. Applicant represents that the additional restrictions are desirable for the protection of the mutual interests of the savings banks and that no reason of public policy as to the protection of individual investment interests would militate against the granting of an exemption from section 22 (e) of the act in respect of the restrictions imposed by the by-law provisions which deviate from the statutory provisions.

Section 16 (a) of the act prohibits a person from serving as a director of an investment company unless elected by the holders of the outstanding securities at an annual or special meeting called for that purpose. The present Board of Directors of Applicant was elected at the organizational meeting by the representatives of the savings banks which gave commitments to purchase stock of Applicant after it completed the registration requirements of the act. To allow this group to serve as directors until January 23, 1957, the proposed date of the first annual meeting of Applicant's stockholders, when the stockholders will elect a Board of Directors, and to avoid the necessity for calling a special meeting in the interim so that savings banks which become stockholders after the organizational meeting and the completion of registration requirements but before the annual meeting, may elect directors, Applicant requests exemption from section 16 (a) of the act. Applicant states that the circumstances and auspices under which Applicant was organized, and the character, status, and position of those who are serving Applicant as directors indicate that the public interest and protection of investors would not be jeopardized by such an exemption.

Section 6 (c) of the act provides, among other things, that the Commission, by order upon application, may conditionally or unconditionally exempt any person from any provision or provisions of the act or of any rule or regulation thereunder, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the act.

Notice is further given that any interested person may, not later than December 26, 1956, at 5:30 p. m., submit to the Commission in writing any facts bearing upon the desirability of a hearing on the matter and may request that a hearing be held, such request stating the nature of his interest, the reasons for such request and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication or request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date the application may be granted as provided in Rule N-5 of the rules and regulations promulgated under the act.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 56-10282; Filed, Dec. 17, 1956; 8:46 a. m.]

DEPARTMENT OF LABOR

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

ISSUANCE TO VARIOUS INDUSTRIES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended; 29 U. S. C. 201 et seq.), and Part 522 of the regulations issued thereunder (29 CFR Part 522), special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates applicable under section 6 of the act have been issued to the firms listed below. The employment of learners under these certificates is limited to the terms and conditions therein contained and is subject to the provisions of Part 522. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods for certificates issued under general learner regulations (§§ 522.1 to 522.12) are as indicated below; conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.20 to 522.24, as amended March 1, 1956, 21 F. R. 1349).

The following learner certificates were issued for normal labor turnover purposes and, except as otherwise indicated below, not more than 10 percent of the total number of factory production workers were authorized for employment.

Arlene Sportswear Co., 2950 Fulton Street, Brooklyn, N. Y.; effective 12-4-56 to 1-10-57; 6 learners, (slacks) (replacement certificate).

Bass Manufacturers, Inc., 402 West Main Street, Plymouth, Pa.; effective 12-6-56 to 12-5-57 (children's pajamas, dresses).

Blue Bell, Inc., Columbia City, Ind.; effective 12-8-56 to 12-7-57 (men's and boys' dungarees).

Blue Bell, Inc., Nappanee, Ind.; effective 12-19-56 to 12-18-57 (girls' and ladies' dungarees).

Blue Bell, Inc., Warsaw, Ind.; effective 12-9-56 to 12-8-57 (men's and boys' dungarees).

Cluett, Peabody & Co., Inc., Gilbert, Minn.; effective 12-17-56 to 12-16-57 (men's shirts).

E & W Manufacturing Co., of Yazoo City, Yazoo City, Miss.; effective 12-4-56 to 7-20-57 (men's and boys' pajamas) (replacement certificate).

J. Freezer & Son, Inc., Floyd, Va.; effective 12-14-56 to 12-13-57 (men's and boys' shirts, ladies' shirts).

Guin Manufacturing Corp., 22 Southside 11th Avenue, Guin, Ala.; effective 12-11-56 to 11-10-57 (sport shirts).

Jaco Pants, Inc., Ashburn, Ga.; effective 12-4-56 to 12-3-57 (men's dress pants).

Kaplan and Koral, 597 Main Street, Edwardsville, Pa.; effective 12-4-56 to 12-3-57; 5 learners (women's dresses).

Lerner-Slone Clothing Corp., Forrest City, Ark.; effective 12-4-56 to 12-3-57 (men's slacks).

Liberty Trouser Co., 2205-11 First Avenue North, Birmingham, Ala.; effective 12-6-56 to 12-5-57 (men's and boys' overalls, dungarees).

Madill Manufacturing Co., Madill, Okla.; effective 12-5-56 to 12-4-57 (men's dress pants).

Mayflower Manufacturing Co., Inc., 460-506 North Main Avenue, Scranton, Pa.; effective 12-12-56 to 12-11-57 (trousers).

Over The Top, Inc., Picayune, Miss.; effective 12-20-56 to 12-19-57 (dungarees).

Randy's Sportswear, Inc., 315 West Chestnut Street, Denison, Tex.; effective 12-7-56 to 12-6-57 (infant and children's sportswear).

Ruleville Manufacturing Co., Ruleville, Miss.; effective 12-7-56 to 12-6-57; 10 learners (men's and boys' outerwear jackets).

Samsons Manufacturing Corp., 525 East Fifth Street, Washington, N. C.; effective 12-10-56 to 12-9-57 (men's sport shirts).

The Shirtmaster Co., Inc., Abbeville, S. C.; effective 12-7-56 to 12-6-57 (men's and boys' sport shirts).

Springfield Garment Manufacturing Co., 627 North Campbell Avenue, Springfield, Mo.; effective 12-10-56 to 12-9-57 (dress and semi-dress trousers).

Stahl-Urban Co., North Second Street, Brookhaven, Miss.; effective 12-19-56 to 12-18-57 (men's and boys' work trousers).

The following learner certificates were issued for plant expansion purposes. The number of learners authorized is indicated:

Benjamin and Johnes, Inc., 410 Ashe Avenue, Dunn, N. C.; effective 12-8-56 to 4-9-57; 50 learners (women's foundation garments).

E & W Manufacturing Co. of Yazoo City, Yazoo City, Miss.; effective 12-4-56 to 6-3-57; 20 learners (men's and boys' pajamas).

E & W Manufacturing Co. of Yazoo City, Yazoo City, Miss.; effective 12-4-56 to 1-4-57; 40 learners (men's and boys' pajamas) (replacement certificate).

H. Friedman Manufacturing Co., Campo, Calif.; effective 12-4-56 to 6-3-57; 10 learners (men's sport shirts).

Madill Manufacturing Co., Madill, Okla.; effective 12-5-56 to 6-4-57; 15 learners (men's dress slacks).

Randy's Sportswear, Inc., 315 West Chestnut Street, Denison, Tex.; effective 12-7-56 to 6-6-57; 75 learners (infants' and children's sportswear).

Glove Industry Learner Regulations (29 CFR 522.60 to 522.65, as amended March 1, 1956, 21 F. R. 581).

The Boss Manufacturing Co., 105 Elm Street, Chillicothe, Mo.; effective 12-15-56 to 12-14-57; 10 percent of the total number of machine stitchers for normal labor turnover purposes (work gloves).

The Boss Manufacturing Co., 319 West Main Cross Street, Findlay, Ohio; effective 12-6-56 to 12-5-57; 10 learners for normal labor turnover purposes (work gloves).

Independent Telephone Industry Learner Regulations (29 CFR 522.70 to 522.74, as amended March 1, 1956, 21 F. R. 581).

Pioneer Telephone Co., Long Prairie, Minn.; effective 12-4-56 to 12-3-57.

Knitted Wear Industry Learner Regulations (29 CFR 522.30 to 522.35, as amended March 1, 1956, 21 F. R. 581).

Ellwood Knitting Mills, Inc., 911 Lawrence Avenue, Ellwood City, Pa.; effective 12-11-56 to 12-10-57; 5 percent of factory production workers for normal labor turnover purposes (men's and boys' knitted outerwear).

Forest Hosiery Co., Forest City, N. C.; effective 12-4-56 to 6-3-57; 20 learners for expansion purposes (children's cardigans, T-shirts).

Union Underwear Co., Inc., Frankfort, Ky.; effective 12-11-56 to 12-10-57; 5 percent of factory production workers for normal labor turnover purposes (men's and boys' shorts).

Shoe Industry Learner Regulations (29 CFR 522.50 to 522.55, as amended March 1, 1956, 21 F. R. 1195).

Novelties, Inc., 516 Marietta Street NW., Atlanta, Ga.; effective 12-4-56 to 12-3-57; 10 learners for normal labor turnover purposes.

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.12, as amended February 28, 1955, 20 F. R. 645).

The following learner certificates were issued to the companies listed below manufacturing miscellaneous products. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are as indicated:

Seal Sac, Inc., 28 Anawan Street, Fall River, Mass.; effective 12-6-56 to 6-5-57; not less than 85 cents per hour for a maximum of 320 hours, for the occupation of sewing machine operator; authorizing the employment of 8 learners for normal labor turnover purposes (closet accessories, kitchen appliances).

Seal Sac, Inc., 25 Broadway, Pawtucket, R. I.; effective 12-6-56 to 6-5-57; not less than 85 cents per hour for a maximum of 320 hours, for the occupation of sewing machine operator; authorizing the employment of 10 learners for normal labor turnover purposes (closet accessories, kitchen appliances).

Zip-Well Corp., 304 West Main Street, West Frankfort, Ill.; effective 12-10-56 to 6-9-57; not less than 85 cents per hour for the first 160 hours and 90 cents per hour for the remaining 160 hours of the 320-hour learning period, for the occupations of sewing machine operator, zipper chain machine operator and zipper assembly line worker; authorizing the employment of 15 learners for expansion purposes (zippers).

Each learner certificate has been issued upon the employer's representation that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn in the manner provided in regulations, Part 528 and as indicated in the certificates. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of Part 522.

Signed at Washington, D. C., this 11th day of December 1956.

MILTON BROOKE,
Authorized Representative of the Administrator.

[F. R. Doc. 56-10278; Filed, Dec. 17, 1956; 8:45 a. m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 13, 1956.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGIGTER.

LONG-AND-SHORT HAUL

FSA No. 33044: *Substituted service, rail for motor, C. G. W. Ry.* Filed by Middlewest Motor Freight Bureau, Agent, for the Chicago Great Western Railway Company and interested motor carriers. Rates on freight loaded in highway truck trailers, also empty highway truck trailers transported on railroad flat cars between Chicago, Ill., and St. Paul, Minn.

Grounds for relief: Truck competition.

Tariff: Supplement 40 to Middlewest Motor Freight Bureau, Agent, Substituted Freight Service tariff MF-I. C. C. 223.

FSA No. 33045: *Merchandise from central territory to the South.* Filed by O. E. Schultz, Agent, for interested rail carriers. Rates on all commodities, in mixed carloads from Detroit, Mich., Cleveland and Sandusky, Ohio to points in Florida, Georgia and Tennessee.

Grounds for relief: Truck competition and circuity.

Tariff: Supplement 2 to Agent H. R. Hinsch's I. C. C. 4745.

FSA No. 33046: *Wrought iron or steel pipe from central territory to Hugoton, Kans.* Filed by H. R. Hinsch, Agent, for interested rail carriers. Rates on wrought iron or steel pipe, carloads from points in Indiana, Michigan, New York, Ohio, Pennsylvania, and West Virginia to Hugoton, Kans.

Grounds for relief: Circuitous routes.

FSA No. 33047: *Rice from points in Louisiana to Battle Creek, Mich.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on rice, cleaned, whole or broken, in bulk, carload from Baton Rouge, New Orleans, Gramercy, Reserve, St. Francisville and Hardin, La., to Battle Creek, Mich.

Grounds for relief: Circuitous routes.

Tariff: Supplement 84 to Alternate Agent J. H. Marque's tariff I. C. C. 426.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 56-10284; Filed, Dec. 17, 1956; 8:47 a. m.]

PART II

FEDERAL REGISTER

VOLUME 21 NUMBER 244

Washington, Tuesday, December 18, 1956

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

PART 600—DESIGNATION OF CIVIL AIRWAYS

PART 601—DESIGNATION OF CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

REPUBLICATION OF REGULATIONS

The regulations in Parts 600 and 601 of Title 14, Chapter II, are republished in their entirety, containing all amendments to date, as set forth below.

PART 600—DESIGNATION OF CIVIL AIRWAYS

Subpart A—Introduction

Sec.
600.1 Basis and purpose.
600.2 Explanation of terms.
600.3 Scope.
600.4 Directions of airways.
600.10 Designation of civil airways.

Subpart B—Colored Civil Airways

GREEN CIVIL AIRWAYS

600.11 Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).
600.12 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
600.13 Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
600.14 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
600.15 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
600.16 Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).
600.17 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
600.18 Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
600.19 Green civil airway No. 9 (Hawaiian Islands).
600.20 Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER CIVIL AIRWAYS

600.101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
600.102 Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow Alaska).
600.103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
600.104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
600.105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).

> *This issue is divided into two parts, Part II of which contains a republication of Parts 600 and 601 of Title 14, Chapter II, of the Code of Federal Regulations.*

Sec.
600.106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
600.107 Amber civil airway No. 7 (Key West Fla., to United States-Canadian Border).
600.108 Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).
600.109 Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).
600.110 Amber civil airway No. 10 (Hawaiian Islands).
600.111 Amber civil airway No. 11 (Hawaiian Islands).
600.112 Amber civil airway No. 12 (Hawaiian Islands).
600.113 Amber civil airway No. 13 (Washington, D. C., to New York, N. Y.).
600.114 Amber civil airway No. 14 (Washington, D. C., to New York, N. Y.).
600.115 Amber civil airway No. 15 (Washington, D. C., to New York, N. Y.).
600.119 Amber civil airway No. 19 (Washington, D. C., to New York, N. Y.).

RED CIVIL AIRWAYS

600.201 Red civil airway No. 1 (Big Spring, Tex., to San Antonio, Tex.).
600.202 Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
600.203 Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).
600.204 Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).
600.205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
600.206 Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).
600.207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
600.208 Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.).
600.209 Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
600.210 Red civil airway No. 10 (Amarillo, Tex., to Charleston, S. C.).
600.211 Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).
600.212 Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.).
600.213 Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).

Sec.
600.214 Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).
600.215 Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).
600.216 Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).
600.217 Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).
600.218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
600.219 Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).
600.220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).
600.221 Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).
600.222 Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).
600.223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
600.224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
600.225 Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).
600.226 Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).
600.227 Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.).
600.228 Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).
600.229 Red civil airway No. 29 (Elmira, N. Y., to Baltimore, Md.).
600.230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
600.231 Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).
600.232 Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).
600.233 Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).
600.234 Red civil airway No. 34 (Charleston, W. Va., to Weeksville, N. C.).
600.235 Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).
600.236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
600.237 Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).
600.238 Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).
600.239 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
600.240 Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
600.241 Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).
600.242 Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.).
600.243 Red civil airway No. 43 (Chicago, Ill., to LaFayette, Ind.).
600.244 Red civil airway No. 44 (Bellingham, Wash., to Princeton, B. C., Canada).

Sec.	
600.245	Red civil airway No. 45 (Blackstone, Va., to Willow Grove, Pa.).
600.246	Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).
600.247	Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
600.248	Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.).
600.249	Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
600.250	Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
600.251	Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).
600.252	Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
600.253	Red civil airway No. 53 (Portland Oreg., to Spokane, Wash.).
600.254	Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).
600.255	Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio).
600.256	Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
600.257	Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio).
600.258	Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).
600.259	Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).
600.260	Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).
600.261	Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).
600.262	Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.).
600.263	Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).
600.264	Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
600.265	Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).
600.266	Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).
600.267	Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).
600.268	Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).
600.269	Red civil airway No. 69 (Midland, Tex., to Big Springs, Tex.).
600.270	Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).
600.271	Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
600.272	Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).
600.273	Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).
600.274	Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.).
600.275	Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to the United States-Canadian Border, Abbotsford, B. C.).
600.276	Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).
600.277	Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.).
600.278	Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
600.279	Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).
600.280	Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).
600.281	Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).
600.282	Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).
600.283	Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).
600.284	Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).
600.285	Red civil airway No. 85 (Akron, Ohio, to Altoona, Pa.).
600.286	Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).
600.287	Red civil airway No. 87 (Hawaiian Islands).
600.288	Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).
600.289	Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).
600.290	Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).
600.291	Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).
600.292	Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).
600.293	Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.).
600.294	Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).
600.295	Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.).
600.296	Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).
600.297	Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
600.298	Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).
600.299	Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).
600.300	Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).
600.301	Red civil airway No. 101 (Biloxi, Miss., to Pensacola, Fla.).
600.302	Red civil airway No. 102 (Louisville, Ky., to Huntington, W. Va.).
600.303	Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).
600.304	Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).
600.305	Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).
600.306	Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).
600.307	Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).
600.308	Red civil airway No. 108 (Promontory Point, Utah, to Fort Bridger, Wyo.).
600.309	Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).
600.310	Red civil airway No. 110 (Mobile, Ala., to Pensacola, Fla.).
600.312	Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.).

BLUE CIVIL AIRWAYS

600.601	Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).
600.602	Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).
600.603	Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).
600.604	Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).
600.605	Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).
600.606	Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).
600.607	Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.).
600.608	Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
600.609	Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border).
600.610	Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).
600.611	Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.).
600.613	Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).
600.614	Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).
600.615	Blue civil airway No. 15 (Huntington, W. Va., to Youngstown, Ohio).
600.616	Blue civil airway No. 16 (Waverly, Va. to Tappahannock, Va.).
600.617	Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).
600.618	Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border).
600.619	Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.).
600.620	Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).
600.622	Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.)
600.623	Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).
600.625	Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).
600.626	Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).
600.627	Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
600.628	Blue civil airway No. 28 (Charleston, S. C., to Bulls Gap, Tenn.).
600.629	Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
600.630	Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).
600.631	Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).
600.632	Blue civil airway No. 32 Anchorage, Alaska, to Talkeetna, Alaska).
600.633	Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).
600.634	Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).
600.635	Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).
600.636	Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).
600.637	Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
600.638	Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).
600.639	Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).
600.640	Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
600.641	Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).
600.642	Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
600.643	Blue civil airway No. 43 (Nenana, Alaska, to Nenabank, Alaska).
600.644	Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border).
600.645	Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).
600.646	Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.).
600.647	Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.).
600.648	Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla.).
600.649	Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
600.651	Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
600.652	Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).
600.653	Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
600.654	Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.).
600.655	Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
600.656	Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).

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600.657 Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).

600.658 Blue civil airway No. 58 (Nantucket, Mass., to Squantum, Mass.).

600.659 Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).

600.660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).

600.663 Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).

600.664 Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).

600.665 Blue civil airway No. 65 (Shuyak, Alaska, to Homer, Alaska).

600.666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).

600.667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).

600.668 Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).

600.669 Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.).

600.670 Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.).

600.671 Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash).

600.672 Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).

600.675 Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).

600.676 Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).

600.678 Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).

600.679 Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).

600.680 Blue civil airway No. 80 (Unalakleet, Alaska, to, Moses Point Alaska).

600.681 Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).

600.684 Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).

600.685 Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.)

600.686 Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).

600.687 Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).

OTHER CIVIL AIRWAYS

600.1004 Winslow, Ariz., to Las Vegas, Nev., civil airway.

Subpart C—VOR Civil Airways

DOMESTIC VOR CIVIL AIRWAYS

600.6001 VOR civil airway No. 1 (Charleston, S. C., to New York, N. Y.).

600.6002 VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.).

600.6003 VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine).

600.6004 VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.).

600.6005 VOR civil airway No. 5 (Miami, Fla., to London, Ont.).

600.6006 VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.).

600.6007 VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.).

600.6008 VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.).

600.6009 VOR civil airway No. 9 (New Orleans, La., to Milwaukee, Wis.).

600.6010 VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.).

600.6011 VOR civil airway No. 11 (Memphis, Tenn., to Detroit, Mich.).

600.6012 VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.).

600.6013 VOR civil airway No. 13 (Houston, Tex., to Duluth, Minn.).

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600.6014 VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.).

600.6015 VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.).

600.6016 VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.).

600.6017 VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.).

600.6018 VOR civil airway No. 18 (Dallas, Tex., to Charleston, S. C.).

600.6019 VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.).

600.6020 VOR civil airway No. 20 (Laredo, Tex., to Richmond, Va.).

600.6021 VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border).

600.6022 VOR civil airway No. 22 (New Orleans, La., to Jacksonville, Fla.).

600.6023 VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.).

600.6024 VOR civil airway No. 24 (Aberdeen, S. Dak., to Redwood Falls, Minn.).

600.6025 VOR civil airway No. 25 (Los Angeles, Calif., to Ellensburg, Wash.).

600.6026 VOR civil airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio).

600.6027 VOR civil-airway No. 27 (Los Angeles, Calif., to Seattle, Wash.).

600.6028 VOR civil airway No. 28 (Oakland, Calif., to Reno, Nev.).

600.6029 VOR civil airway No. 29 (Salisbury, Md., to United States-Canadian Border).

600.6030 VOR civil airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.).

600.6031 VOR civil airway No. 31 (Baltimore, Md., to Rochester, N. Y.).

600.6032 VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.).

600.6033 VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.).

600.6034 VOR civil airway No. 34 (Rochester, N. Y., to Wilton, Conn.).

600.6035 VOR civil airway No. 35 (Miami, Fla., to Syracuse, N. Y.).

600.6036 VOR civil airway No. 36 (Toronto, Ontario, to New York, N. Y.).

600.6037 VOR civil airway No. 37 (Savannah, Ga., to Erie, Pa.).

600.6038 VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.).

600.6039 VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine).

600.6040 VOR civil airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.).

600.6041 VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio).

600.6042 VOR civil airway No. 42 (Flint, Mich., to Washington, D. C.).

600.6043 VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.).

600.6044 VOR civil airway No. 44 (Louisville, Ky., to Baltimore, Md.).

600.6045 VOR civil airway No. 45 (Lexington, Ky., to Lansing, Mich.).

600.6046 VOR civil airway No. 46 (New York, N. Y., to Nantucket, Mass.).

600.6047 VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.).

600.6048 VOR civil airway No. 48 (Burlington, Iowa, to Pontiac, Ill.).

600.6049 VOR civil airway No. 49 (Dillon, Mont., to Great Falls, Mont.).

600.6050 VOR civil airway No. 50 (Kirksville, Mo., to Indianapolis, Ind.).

600.6051 VOR civil airway No. 51 (Miami, Fla., to Chicago, Ill.).

600.6052 VOR civil airway No. 52 (Des Moines, Iowa, to St. Louis, Mo.).

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600.6053 VOR civil airway No. 53 (Charleston, S. C. to Chicago, Ill.).

600.6054 VOR civil airway No. 54 (Quitman, Tex., to Charlotte, N. C.).

600.6055 VOR civil airway No. 55 (Dayton, Ohio, to Green Bay, Wis.).

600.6056 VOR civil airway No. 56 (Montgomery, Ala., to Florence, S. C.).

600.6057 VOR civil airway No. 57 (Graham, Tenn., to Scotland, Ind.).

600.6058 VOR civil airway No. 58 (Bergholz, Ohio, to Hartford, Conn.).

600.6059 VOR civil airway No. 59 (Evansville, Ind., to Moline, Ill.).

600.6060 VOR civil airway No. 60 (Albuquerque, N. Mex., to Lubbock, Tex.).

600.6061 VOR civil airway No. 61 (Fort Worth, Tex., to Lawton, Okla.).

600.6062 VOR civil airway No. 62 (Santa Fe, N. Mex., to Lubbock, Tex.).

600.6063 VOR civil airway No. 63 (Waco, Tex., to Milwaukee, Wis.).

600.6064 VOR civil airway No. 64 (Long Beach, Calif., to Blythe, Calif.).

600.6065 VOR civil airway No. 65 (Kansas City, Mo., to Lamoni, Iowa).

600.6066 VOR civil airway No. 66 (San Diego, Calif., to Sulphur Springs, Tex.).

600.6067 VOR civil airway No. 67 (Waterloo, Iowa, to Rochester, Minn.).

600.6068 VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).

600.6069 VOR civil airway No. 69 (Pine Bluff, Ark., to Chicago, Ill.).

600.6070 VOR civil airway No. 70 Corpus Christi, Tex., to Baton Rouge, La.).

600.6071 VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.).

600.6072 VOR civil airway No. 72 (Troy, Ill., to Albany, N. Y.).

600.6073 VOR civil airway No. 73 (Wichita, Kans., to Salina, Kans.).

600.6074 VOR civil airway No. 74 (Dodge City, Kans., to Little Rock, Ark.).

600.6075 VOR civil airway No. 75 (Richmond, Va., to Cleveland, Ohio).

600.6076 VOR civil airway No. 76 (Lubbock, Tex., to Galveston, Tex.).

600.6077 VOR civil airway No. 77 (San Angelo Tex., to Des Moines, Iowa).

600.6078 VOR civil airway No. 78 (Huron, S. Dak., to Minneapolis, Minn.).

600.6079 VOR civil airway No. 79 (Culberson, Tex., to Lubbock, Tex.).

600.6080 VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.).

600.6081 VOR civil airway No. 81 (Midland, Tex., to Amarillo, Tex.).

600.6082 VOR civil airway No. 82 (Minneapolis, Minn., to La Crosse, Wis.).

600.6083 VOR civil airway No. 83 (Carlsbad, N. Mex., to Santa Fe, N. Mex.).

600.6084 VOR civil airway No. 84 (Bradford, Ill., to Buffalo, N. Y.).

600.6085 VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.).

600.6086 VOR civil airway No. 86 (Butte, Mont., to Bozeman, Mont.).

600.6087 VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.).

600.6088 VOR civil airway No. 88 (Tulsa, Okla., to Vichy, Mo.).

600.6089 VOR civil airway No. 89 (Denver, Colo., to Rapid City, S. Dak.).

600.6090 VOR civil airway No. 90 (Litchfield, Mich., to Windsor, Ontario).

600.6091 VOR civil airway No. 91 (New York, N. Y., to Montreal, Quebec).

600.6092 VOR civil airway No. 92 (Chicago, Ill., to Washington, D. C.).

600.6093 VOR civil airway No. 93 (Washington, D. C., to Presque Isle, Maine).

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600.6094	VOR civil airway No. 94 (Salt Flat, Tex., to Longview, Tex.).
600.6095	VOR civil airway No. 95 (Phoenix, Ariz., to Winslow, Ariz.).
600.6096	VOR civil airway No. 96 (Lafayette, Ind., to Toledo, Ohio).
600.6097	VOR civil airway No. 97 (Miami, Fla., to Alexandria, Minn.).
600.6098	VOR civil airway No. 98 (Fort Wayne, Ind., to Montreal, Quebec).
600.6099	VOR civil airway No. 99 (Newport, Oreg., to Vancouver, British Columbia).
600.6100	VOR civil airway No. 100 (North Platte, Nebr., to Detroit, Mich.).
600.6101	VOR civil airway No. 101 (Ogden, Utah to Burley, Idaho).
600.6102	VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.).
600.6103	VOR civil airway No. 103 (Elkins, W. Va., to Cleveland, Ohio).
600.6104	VOR civil airway No. 104 (United States-Canadian Border to Plattsburg, N. Y.).
600.6105	VOR civil airway No. 105 (Phoenix, Ariz., to Las Vegas, Nev.).
600.6106	VOR civil airway No. 106 (Charleston, W. Va., to Kennebunk, Maine).
600.6107	VOR civil airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.).
600.6109	VOR civil airway No. 109 (Paso Robles, Calif., to Fresno, Calif.).
600.6110	VOR civil airway No. 110 (San Francisco, Calif., to Altamont, Calif.).
600.6111	VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.).
600.6112	VOR civil airway No. 112 (Portland, Oreg., to Spokane, Wash.).
600.6113	VOR civil airway No. 113 (Paso Robles, Calif., to Reno, Nev.).
600.6114	VOR civil airway No. 114 (Pueblo, Colo., to New Orleans, La.).
600.6115	VOR civil airway No. 115 (Crestview, Fla., to Charleston, W. Va.).
600.6116	VOR civil airway No. 116 (Kansas City, Mo., to New York, N. Y.).
600.6117	VOR civil airway No. 117 (El Centro, Calif., to Daggett, Calif.).
600.6118	VOR civil airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.).
600.6119	VOR civil airway No. 119 (Huntington, W. Va., to Bradford, Pa.).
600.6120	VOR civil airway No. 120 (Mullen Pass, Mont., to Miles City, Mont.).
600.6121	VOR civil airway No. 121 (North Bend, Oreg., to Eugene, Oreg.).
600.6122	VOR civil airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.).
600.6123	VOR civil airway No. 123 (Woodstown, N. J., to New York, N. Y.).
600.6124	VOR civil airway No. 124 (Burley, Idaho, to Pocatello, Idaho).
600.6125	VOR civil airway No. 125 (Anthony, Kans., to Hutchinson, Kans.).
600.6126	VOR civil airway No. 126 (Chicago, Ill., to New York, N. Y.).
600.6127	VOR civil airway No. 127 (Livingston, Mont., to Helena, Mont.).
600.6128	VOR civil airway No. 128 (Chicago, Ill., to New Bern, N. C.).
600.6129	VOR civil airway No. 129 (Dixon, Ill., to Eau Claire, Wis.).
600.6130	VOR civil airway No. 130 (Albany, N. Y., to Providence, R. I.).
600.6131	VOR civil airway No. 131 (Emporia, Kans., to Topeka, Kans.).
600.6132	VOR civil airway No. 132 (Cheyenne, Wyo., to Hutchinson, Kans.).
600.6133	VOR civil airway No. 133 (Parkersburg, W. Va., to Flint, Mich.).
600.6134	VOR civil airway No. 134 (Evergreen, Ala., to Atlanta, Ga.).
600.6135	VOR civil airway No. 135 (Yuma, Ariz., to Las Vegas, Nev.).
600.6136	VOR civil airway No. 136 (Pulaski, Va., to Raleigh, N. C.).
600.6137	VOR civil airway No. 137 (Thermal, Calif., to Salinas, Calif.).
600.6138	VOR civil airway No. 138 (Rock River, Wyo., to Sidney, Nebr.).
600.6139	VOR civil airway No. 139 (Norwich, Conn., to Boston, Mass.).
600.6140	VOR civil airway No. 140 (Amarillo, Tex., to New York, N. Y.).
600.6141	VOR civil airway No. 141 (Nantucket, Mass., to Plattsburg, N. Y.).
600.6142	VOR civil airway No. 142 (Erie, Pa., to Rochester, N. Y.).
600.6143	VOR civil airway No. 143 (Charlotte, N. C., to Washington, D. C.).
600.6144	VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.).
600.6145	VOR civil airway No. 145 (Utica, N. Y., to United States-Canadian Border).
600.6146	VOR civil airway No. 146 (Wilkes-Barre, Pa., to Woodstock, Conn.).
600.6147	VOR civil airway No. 147 (Philadelphia, Pa., to Rochester, N. Y.).
600.6148	VOR civil airway No. 148 (Denver, Colo., to North Platte, Nebr.).
600.6149	VOR civil airway No. 149 (Allentown, Pa., to Utica, N. Y.).
600.6150	VOR civil airway No. 150 (San Francisco, Calif., to Reno, Nev.).
600.6151	VOR civil airway No. 151 (Woonsocket, R. I., to Keene, N. H.).
600.6152	VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.).
600.6153	VOR civil airway No. 153 (New York, N. Y., to Syracuse, N. Y.).
600.6154	VOR civil airway No. 154 (Meridian, Miss., to Savannah, Ga.).
600.6155	VOR civil airway No. 155 (Gordonsville, Va., to Front Royal, Va.).
600.6156	VOR civil airway No. 156 (Elkins, W. Va., to Gordonsville, Va.).
600.6157	VOR civil airway No. 157 (Wilmington, N. C., to Richmond, Va.).
600.6159	VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.).
600.6160	VOR civil airway No. 160 (Denver, Colo., to Sidney, Nebr.).
600.6161	VOR civil airway No. 161 (Fort Worth, Tex., to Minneapolis, Minn.).
600.6162	VOR civil airway No. 162 (Harrisburg, Pa., to Allentown, Pa.).
600.6163	VOR civil airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.).
600.6164	VOR civil airway No. 164 (Bradford, Pa., to New York, N. Y.).
600.6165	VOR civil airway No. 165 (Long Beach, Calif., to Coalinga, Calif.).
600.6166	VOR civil airway No. 166 (Martinsburg, W. Va., to New York, N. Y.).
600.6167	VOR civil airway No. 167 (New York, N. Y., to Hartford, Conn.).
600.6168	VOR civil airway No. 168 (Selinsgrove, Pa., to Colts Neck, N. J.).
600.6169	VOR civil airway No. 169 (Sidney, Nebr., to Rapid City, S. Dak.).
600.6170	VOR civil airway No. 170 (Milwaukee, Wis., to Philadelphia, Pa.).
600.6171	VOR civil airway No. 171 (Louisville Ky., to Madison, Wis.).
600.6172	VOR civil airway No. 172 (Des Moines, Iowa, to Chicago, Ill.).
600.6173	VOR civil airway No. 173 (Springfield, Ill., to Chicago, Ill.).
600.6174	VOR civil airway No. 174 (Vichy, Mo., to Washington, D. C.).
600.6175	VOR civil airway No. 175 (Vichy, Mo., to Columbia, Mo.).
600.6176	VOR civil airway No. 176 (Centralia, Ill., to Scotland, Ind.).
600.6177	VOR civil airway No. 177 (Chicago, Ill., to Madison, Wis.).
600.6178	VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.).
600.6179	VOR civil airway No. 179 (Paducah, Ky., to Centralia, Ill.).
600.6180	VOR civil airway No. 180 (Austin, Tex., to Galveston, Tex.).
600.6181	VOR civil airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.).
600.6182	VOR civil airway No. 182 (Portland, Oreg., to Baker, Oreg.).
600.6183	VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.).
600.6184	VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.).
600.6185	VOR civil airway No. 185 (Savannah, Ga., to Knoxville, Tenn.).
600.6186	VOR civil airway No. 186 (St. Louis, Mo., to Vandalia, Ill.).
600.6187	VOR civil airway No. 187 (Chicago, Ill., to Milwaukee, Wis.).
600.6188	VOR civil airway No. 188 (Detroit, Mich., to New York, N. Y.).
600.6190	VOR civil airway No. 190 (Grants, N. Mex., to Evansville, Ind.).
600.6191	VOR civil airway No. 191 (Walnut Ridge, Ark., to Milwaukee, Wis.).
600.6192	VOR civil airway No. 192 (Grants, N. Mex., to Tucumcari, N. Mex.).
600.6193	VOR civil airway No. 193 (Pullman, Mich., to Traverse City, Mich.).
600.6194	VOR civil airway No. 194 (Royston, Ga., to Norfolk, Va.).
600.6195	VOR civil airway No. 195 (Oakland, Calif., to Red Bluff, Calif.).
600.6196	VOR civil airway No. 196 (Rock River, Wyo., to Chadron, Nebr.).
600.6197	VOR civil airway No. 197 (Toledo, Ohio, to Detroit, Mich.).
600.6198	VOR civil airway No. 198 (San Antonio, Tex., to Galveston, Tex.).
600.6199	VOR civil airway No. 199 (Fresno, Calif., to Ukiah, Calif.).
600.6200	VOR civil airway No. 200 (Ukiah, Calif., to Reno, Nev.).
600.6201	VOR civil airway No. 201 (Los Angeles, Calif., to Pasadena, Calif.).
600.6202	VOR civil airway No. 202 (Tucson, Ariz., to Cochise, Ariz.).
600.6203	VOR civil airway No. 203 (Albany, N. Y., to Massena, N. Y.).
600.6204	VOR civil airway No. 204 (Hoquiam, Wash., to Olympia, Wash.).
600.6205	VOR civil airway No. 205 (Springfield, Mo., to Kansas City, Mo.).
600.6206	VOR civil airway No. 206 (Blue Springs, Mo., to Kirksville, Mo.).
600.6207	VOR civil airway No. 207 (Denver, Colo., to Egbert, Wyo.).
600.6208	VOR civil airway No. 208 (Calif., to Needles, Calif.).
600.6209	VOR civil airway No. 209 (Los Angeles, Calif., to Paso Robles, Calif.).
600.6210	VOR civil airway No. 210 (Los Angeles, Calif., to Daggett, Calif.).
600.6211	VOR civil airway No. 211 (Cotulla, Tex., to Junction, Tex.).
600.6212	VOR civil airway No. 212 (Ukiah, Calif., to Reno, Nev.).
600.6213	VOR civil airway No. 213 (Rocky Mount, N. C., to Boykins, Va.).
600.6215	VOR civil airway No. 215 (Muskegon, Mich., to White Cloud, Mich.).
600.6216	VOR civil airway No. 216 (Janesville, Wis., to Saginaw, Mich.).
600.6217	VOR civil airway No. 217 (Chicago, Ill., to Green Bay, Wis.).
600.6218	VOR civil airway No. 218 (Chicago, Ill., to Flint, Mich.).
600.6219	VOR civil airway No. 219 (Janesville, Wis., to Milwaukee, Wis.).

Sec.
600.6220 VOR civil airway No. 220 (Kremmling, Colo., to Akron, Colo.).
600.6221 VOR civil airway No. 221 (Fort Wayne, Ind., to Erie, Pa.).
600.6222 VOR civil airway No. 222 (San Antonio, Tex., to Houston, Tex.).
600.6223 VOR civil airway No. 223 (Herndon, Va., to Harrisburg, Pa.).
600.6224 VOR civil airway No. 224 (Detroit, Mich., to United States-Canadian Border).
600.6225 VOR civil airway No. 225 (Key West, Fla., to Vero Beach, Fla.).
600.6226 VOR civil airway No. 226 (Williamsport, Pa., to New York, N. Y.).
600.6227 VOR civil airway No. 227 (Louisville, Ky., to Indianapolis, Ind.).
600.6228 VOR civil airway No. 228 (Wheeling, Ill., to South Bend, Ind.).
600.6229 VOR civil airway No. 229 (Wilmington, N. C., to Cofield, N. C.).
600.6230 VOR civil airway No. 230 (Salinas, Calif., to Fresno, Calif.).
600.6231 VOR civil airway No. 231 (Missoula, Mont., to Ronan, Mont.).
600.6232 VOR civil airway No. 232 (Hill City, Kans., to Salina, Kans.).
600.6233 VOR civil airway No. 233 (Springfield, Ill., to Moline, Ill.).
600.6234 VOR civil airway No. 234 (Anton Chico, N. Mex., to Dalhart, Tex.).
600.6235 VOR civil airway No. 235 (Utah Lake, Utah, to Fort Bridger, Wyo.).
600.6236 VOR civil airway No. 236 (Bonneville, Utah, to Ogden, Utah).
600.6237 VOR civil airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.).
600.6238 VOR civil airway No. 238 (Philadelphia, Pa., to Atlantic City, N. J.).
600.6239 VOR civil airway No. 239 (Wildwood, N. J., to Philadelphia, Pa.).
600.6240 VOR civil airway No. 240 (Ship Island, Miss., to Mobile, Ala.).
600.6241 VOR civil airway No. 241 (Crestview, Fla., to Atlanta, Ga.).
600.6242 VOR civil airway No. 242 (Mobile Ala., to Magnolia Springs, Ala.).
600.6243 VOR civil airway No. 243 (Chattanooga, Tenn., to Bowling Green, Ky.).
600.6245 VOR civil airway No. 245 [Unassigned].
600.6246 VOR civil airway No. 246 (Dayton, Ohio, to Mansfield, Ohio).
600.6247 VOR civil airway No. 247 (Douglas, Wyo., to Crazy Woman, Wyo.).
600.6248 VOR civil airway No. 248 (Paso Robles, Calif., to Bakersfield, Calif.).
600.6249 VOR civil airway No. 249 (New York, N. Y., to Port Jervis, N. Y.).
600.6250 VOR civil airway No. 250 (Bergholz, Ohio, to Fitzgerald, Pa.).
600.6251 VOR civil airway No. 251 (Philadelphia, Pa., to New York, N. Y.).
600.6252 VOR civil airway No. 252 (Binghamton, N. Y., to New York, N. Y.).
600.6253 VOR civil airway No. 253 (Utah Lake, Utah, to Grantsville, Utah).
600.6254 VOR civil airway No. 254 (Reinholds, Pa., to Columbus, N. J.).
600.6255 VOR civil airway No. 255. [Unassigned.]
600.6256 VOR civil airway No. 256 (Reinholds, Pa., to Warrington, Pa.).
600.6257 VOR civil airway No. 257. [Unassigned.]
600.6258 VOR civil airway No. 258 (Charleston, W. Va., to Roanoke, Va.).
600.6259 VOR civil airway No. 259. [Unassigned.]
600.6260 VOR civil airway No. 260 (Charleston, W. Va., to Roanoke, Va.).

HAWAIIAN VOR CIVIL AIRWAYS

Sec.
600.6401 Hawaiian VOR civil airway No. 1.
600.6402 Hawaiian VOR civil airway No. 2.
600.6403 Hawaiian VOR civil airway No. 3.
600.6404 Hawaiian VOR civil airway No. 4.
600.6405 Hawaiian VOR civil airway No. 5.
600.6406 Hawaiian VOR civil airway No. 6.
600.6407 Hawaiian VOR civil airway No. 7.
600.6408 Hawaiian VOR civil airway No. 8.
600.6409 Hawaiian VOR civil airway No. 9.
600.6410 Hawaiian VOR civil airway No. 10.

AUTHORITY: §§ 600.1 to 600.6410 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 302, 52 Stat. 985, as amended; 49 U. S. C. 452.

SUBPART A—INTRODUCTION

§ 600.1 *Basis and purpose.* The basis of this part is found in sections 205 and 302 of the Civil Aeronautics Act of 1938, as amended. The purpose of this part is to designate civil airways in order to provide suitable and, insofar as possible, safe routes for aircraft operating in interstate, overseas, or foreign air commerce.

§ 600.2 *Explanation of terms.* As used in this part, "civil airway" shall mean a path through the navigable airspace of the United States suitable for interstate, overseas, or foreign air commerce. Civil airways are classified as follows:

(a) Colored civil airways: (1) Green civil airways, (2) Amber civil airways, (3) Red civil airways, (4) Blue civil airways.

(b) VOR civil airways: (1) Even numbered civil airways, (2) Odd numbered civil airways.

(c) As used in this part the term "mile" means "statute mile" unless otherwise specified in this part.

§ 600.3 *Scope.* (a) Except where otherwise provided in Subpart B and in Subpart C, each civil airway shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the center of the center line prescribed for each such airway, but shall not include any of the airspace of an airspace reservation as provided for in section 4 of the Air Commerce Act of 1926, as amended.

(b) The center line of each civil airway shall be a line extended in the manner prescribed in this subpart through the center of the points or intersections specified for such airway.

(c) Except where otherwise provided in Subpart C, one or more alternate VOR civil airways shall be established between specified points along, and shall be a part of, each VOR civil airway. The center line of an alternate VOR civil airway shall depart from and return to the main VOR civil airway via the intersection of radials having an angle of 15 degrees (unless otherwise specified) separation from the main VOR civil airway.

§ 600.4 *Directions of airways.* Green and red colored civil airways and even numbered VOR civil airways normally are designated in a westerly to easterly direction between their initial and final terminals, even though portions of such airways may deviate from the westerly to easterly direction between any two or more intermediate points. Amber and blue colored civil airways and odd numbered VOR civil airways normally are designated in a southerly to northerly direction between their initial and final terminals, even though portions of such airways may deviate from the southerly to northerly direction between any two or more intermediate points.

§ 600.10 *Designation of civil airways.* The paths through the navigable airspace of the United States described in Subpart B and Subpart C are designated as civil airways.

SUBPART B—COLORED CIVIL AIRWAYS

GREEN CIVIL AIRWAYS

§ 600.11 *Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).* That airspace over United States territory lying within 2 miles either side of the southwest course of the Vancouver, British Columbia, radio range between the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southwest course of the Vancouver, British Columbia, radio range and the Vancouver, British Columbia, radio range station. That airspace over United States territory lying within 5 miles either side of direct lines from the Megantic, Quebec, Canada, radio range station via the Millinocket, Maine, radio range station to the Fredericton, New Brunswick, radio range station.

§ 600.12 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* From the King County Airport, Seattle, Wash., via the Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range; Bozeman, Mont., radio range station; the intersection of the southeast course of the Bozeman, Mont., radio range and the west course of the Livingston, Mont., radio range; Livingston, Mont., radio range station; Billings, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the northeast course of the Miles City, Mont., radio range and the west course of the Dickinson, N. Dak., radio range; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; the intersection of the east course of the Jamestown, N. Dak., radio range and the west course of the Fargo, N. Dak., radio range; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range; Madison, Wis., radio range station; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the east course of the Lansing, Mich., radio range and the north course of the Detroit, Mich., radio range; Detroit, Mich., radio range station to the intersection of the east course of the Detroit, Mich., radio range and the United States-Canadian Border. From the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border via the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the southwest course of the Buffalo, N. Y., radio range; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; the intersection of the southeast course of the Rochester, N. Y., radio range and the west course of the Syracuse, N. Y., radio range; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Hartford Conn., radio range station; the intersection of the west course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range to the Boston, Mass., radio range station."

§ 600.13 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).* From the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Fairfield, Calif., radio range via the San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Sacramento, Calif., radio range station; the intersection of the northeast course of the Sacramento, Calif., radio range and the southwest course of the Reno, Nev., radio range; Reno, Nev., radio range station; Lovelock, Nev., radio range station; Battle Mountain, Nev., radio range station; Elko, Nev., radio range station; the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Goshen, Ind., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; the intersection of the east course of the Youngstown, Ohio, radio range and the west course of the Philipsburg, Pa., radio range; Philipsburg, Pa., radio range station; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range to the New York, N. Y. (LaGuardia), radio range station.

§ 600.14 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).* From the Camarillo, Calif., radio range station via the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; Zuni, N. Mex., radio range station to Albuquerque, N. Mex., radio range station excluding the portion which overlaps Albuquerque restricted area (R-313); Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Gage, Okla., radio range; Gage, Okla., radio range station; Wichita, Kans., radio range station; Kansas City, Mo., radio range station; the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the east course of the Indianapolis, Ind., radio range and the west course of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; Wheeling, W. Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Philadelphia International Airport, Philadelphia, Pa.

§ 600.15 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* From the Los Angeles, Calif., radio range station via the Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the west course of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station, excluding the portion which lies outside the continental United States; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Sulphur Springs, Tex., nondirectional radio beacon; Texarkana, Ark., radio range station; Pine Bluff, Ark., nondirectional radio beacon; Memphis, Tenn., radio range station; Jackson, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northeast course of the Nashville radio range and a line bearing 297° True from the Smithville, Tenn., nondirectional radio beacon; Smithville, Tenn., nondirectional radio beacon; the intersection of a line bearing 112° True from the Smithville, Tenn., nondirectional radio beacon and the west course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D. C., radio range; Andrews, Md., radio range station; Millville, N. J., radio range station; the intersection of the northeast course of the Millville, N. J., radio range and the southwest course of the Mitchel AFB, N. Y., radio range; the Mitchel AFB, N. Y., radio range station; the intersection of the northeast course of the Mitchel AFB, N. Y., radio range and the southwest course of the Boston, Mass., radio range to the Boston, Mass., radio range station.

§ 600.16 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).* From the Laredo, Tex., radio range station via the Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the southeast course of the Palacios, Tex., radio range and the southwest course of the Galveston, Tex., radio range; Galveston, Tex., radio range station; Lake Charles, La., radio range station; Lafayette, La., nondirectional radio beacon; New Orleans, La., radio range station via the Keesler AFB, Biloxi, Miss., radio range station; Bay Minette, Ala., nondirectional radio beacon; Maxwell, AFB, Ala., radio range station; the intersection of the east course of the Maxwell AFB, Ala., radio range and the southwest course of the Atlanta, Ga., radio range; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station to the Norfolk Municipal Airport, Norfolk, Va.

§ 600.17 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).* From the Nome, Alaska, radio range station via the Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

§ 600.18 *Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).* From the Cold Bay, Alaska, radio range station via the King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill), Alaska, radio range to the Anchorage (Merrill), Alaska, radio range station. From the Anchorage, Alaska, radio range station via the intersection of the north course of the Anchorage (Merrill), Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; the intersection of the southeast course of the Skwentna, Alaska, radio range and the northeast course of the Anchorage, Alaska, radio range; Gulkana, Alaska, radio range station; the intersection of the northeast course of the Gulkana, Alaska, radio range and the southwest course of the Northway, Alaska, radio range to the Northway, Alaska, radio range station.

§ 600.19 *Green civil airway No. 9 (Hawaiian Islands).* From the intersection of the south course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range via the Honolulu, T. H., radio range station to the intersection of the northeast course of the Honolulu, T. H., radio range and the north course of the Hilo, T. H., radio range excluding the portion below 6,000 feet which overlaps the Kaneohe Naval Airspace Reservation.

§ 600.20 *Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).* That airspace over United States territory from the Vancouver, British Columbia, Canada, radio range station via the Bellingham, Wash., radio range station; Everett, Wash., radio range station; Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; the intersection of the south course of the Ellensburg, Wash., radio range and the northwest course of the Yakima, Wash., radio range; Yakima, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; the intersection of the southeast course of the Boise, Idaho, radio range and the northwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; Malad City, Idaho, radio range station; the intersection of the southeast course of the Malad City, Idaho, radio range and the north course of the Fort Bridger, Wyo., radio range; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Laramie, Wyo., radio range station; the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range to the Denver, Colo., radio range station.

AMBER CIVIL AIRWAYS

§ 600.101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).* That airspace over United States territory from the intersection of the southeast course of the San Diego, Calif., radio range and the United States-Mexican Border via the San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., Radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., radio range station; Newhall, Calif., radio range station; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; Sacramento, Calif., radio range station; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station, Seattle, Wash., radio range station excluding the portion below 1,500 feet mean sea level which lies over Fort Lewis, Wash., restricted area (R-503) and the portion below 5,000 feet mean sea level which lies over Fort Lewis, Wash., restricted area (R-504); the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, British Columbia, radio range; Patricia Bay, British Columbia, Canada, radio range station to the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southeast course of the Comox, British Columbia, Canada, radio range, excluding the air space lying more than 2 miles west of and parallel to the south course of the Patricia Bay, British Columbia, radio range between the intersection of the northwest course of the Seattle, Wash., radio range with the south course of the Patricia Bay, British Columbia, radio range and the United States-Canadian Border. That airspace over United States territory from the Sandspit, British Columbia, radio range station via the intersection of the northwest course of the Sandspit, British Columbia, radio range and the southwest course of the Annette Island, Alaska, radio range; Sitka (Biorka Island), Alaska, radio range station; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Hinchinbrook, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; the intersection of the northwest course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station to the Nome, Alaska, radio range station.

§ 600.102 *Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).* From the intersection of the southwest course of the Long Beach, Calif., radio range and the south course of the Los Angeles, Calif., radio range via the Long Beach, Calif., radio range station; the intersection of the northeast course of the Long Beach, Calif., radio range and the east course of the Los Angeles, Calif., radio range; Daggett, Calif., radio range station; Good Springs, Nev., nondirectional radio beacon; Las Vegas, Nev., radio range station; the interection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the Enterprise, Utah, radio range; Enterprise, Utah, radio range station; thence via Latitude 38°24′30″, Longitude 113°01′40″; Delta, Utah, radio range station; the intersection of the northeast course of the Delta, Utah, radio range and the south course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Helena, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station to the intersection of the northwest course of the Cut Bank, Mont., radio range and the United States-Canadian Border. From the intersection of the northwest course of the Snag, Yukon Territory, radio range and the United States-Canadian Border via the Northway, Alaska, radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Fairbanks, Alaska, radio range station; Bettles, Alaska, radio range station; Umiat, Alaska, nondirectional radio beacon to the Point Barrow, Alaska, nondirectional radio beacon.

§ 600.103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).* From the intersection of the west course of the El Paso, Tex., radio range and the south course of the Truth or Consequences, N. Mex., radio range via the Truth or Consequences, N. Mex., radio range station; to the Albuquerque, N. Mex., radio range station. From the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range, via the Las Vegas, N. Mex., radio range station; the intersection of the northeast course of the Las Vegas, N. Mex., radio range and the south course of the Trinidad, Colo., radio range; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; the intersection of the north course of the Pueblo, Colo., radio range and the south course of the Denver, Colo., radio range; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the north course of the Cheyenne, Wyo., radio range and the east course of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the north course of the Casper, Wyo., radio range and the southeast course of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the northwest course of the Billings, Mont., radio range and the southeast course of the Lewistown, Mont., radio range and the Lewistown, Mont., radio range station; to the Great Falls, Mont., radio range station.

§ 600.104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).* From the Municipal Airport, Brownsville, Tex., via the Brownsville, Tex., radio range station; the intersection of the northwest course of the Brownsville, Tex., radio range and the south course of the Alice, Tex., radio range; Alice, Tex., radio range station; the intersection of the north course of the Alice, Tex., radio range and the south course of the San Antonio, Tex., radio range; San Antonio, Tex., radio range station; the intersection of the north course of the San Antonio, Tex., radio range and the southwest course of the Austin, Tex., radio range; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the northwest course of the Waco, Tex., radio range and the south course of the Fort Worth, Tex., radio range; Fort Worth, Tex., radio range station; Oklahoma City, Okla., radio range station; the intersection of the southeast course of the Oklahoma City, Okla., radio range and the southwest course of the Tulsa, Okla., radio range; Tulsa, Okla., radio range station; the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range; Chanute, Kans., radio range station to the intersection of the northeast course of the Chanute, Kans., radio range and the southwest course of the Kansas City, Mo., radio range. From the Kansas City, Mo., radio range station via the Omaha, Nebr., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Bismarck, N. Dak., radio range station; the intersection of the north course of the Bismarck, N. Dak., radio range and the southeast course of the Minot, N. Dak., radio range to the Minot, N. Dak., radio range station.

§ 600.105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).* From the Grand Isle, La., nondirectional radio marker beacon via Latitude 29°14′00″, Longitude 90°09′00″; New Orleans, La., radio range station; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range station; St. Louis, Mo., radio range station; the intersection of the north course of the St. Louis, Mo., radio range and the southwest course of the Springfield, Ill., radio range; Springfield, Ill., radio range station; Joliet, Ill., radio range station; the intersection of the northeast course of the Joliet, Ill., radio range and the south course of the Milwaukee, Wis., radio range to the Milwaukee, Wis., radio range station.

§ 600.106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).* From the Jacksonville, Fla., radio range station via the Alma, Ga., radio range station; Macon, Ga., radio range station; Atlanta, Ga., radio range station; Chattanooga, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northwest course of the Nashville, Tenn., radio range and the southwest course of the Bowling Green, Ky., radio range; Bowling Green, Ky., radio range station; the intersection of the northeast course of the Bowling Green, Ky., radio range and the south course of the Louisville, Ky., radio range; Louisville, Ky., radio range station; Cincinnati, Ohio, radio range station to the intersection of the northeast course of the Cincinnati, Ohio, radio range and the west course of the Columbus, Ohio, radio range. From the Columbus, Ohio, radio range station to the intersection of the northeast course of the Columbus, Ohio, radio range and the west course of the Cleveland, Ohio, radio range. From the intersection of the east course of the Cleveland, Ohio, radio range and the northeast course of the Akron, Ohio, radio range via the Perry, Ohio, nondirectional radio beacon to the intersection of the southwest course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border.

§ 600.107 *Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border).* From the Key West, Fla., radio range station via the Marathon, Fla., nondirectional radio beacon; Homestead, Fla., AFB nondirectional radio beacon; Miami, Fla., radio range station; the intersection of the east course of the Miami, Fla., radio range and the south course of the West Palm Beach, Fla., radio range; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S. C., radio range station; the intersection of the northeast course of the Charleston, S. C., radio range and the south course of the Florence, S. C., radio range; Florence, S. C., radio range station; the intersection of the north course of the Florence, S. C., radio range and the southwest course of the Raleigh, radio range; Raleigh, N. C., radio range station; Richmond, Va., radio range station; the intersection of the north course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N. J., radio range station; the intersection of the northeast course of the Newark, N. J., radio range and the northeast course of the New York, N. Y. (LaGuardia), radio range; Hartford, Conn., radio range station; the intersection of a direct line between the Hartford, Conn., radio range and the Bedford, Mass., nondirectional radio beacon (located at lat. 42°28′47″, long. 71°23′21″) with the west course of the Boston, Mass., radio range; Boston, Mass., radio range station; the intersection of the northeast course of the Boston, Mass., radio range and the southwest course of the Portland, Maine, radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; Millinocket, Maine, radio range station; Presque Isle, Maine, radio range station thence via a direct line between the Presque Isle, Maine, radio range station and the Mont Joli, Quebec, Canada, radio range station to the U. S.-Canadian Border.

§ 600.108 *Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).* From the Los Angeles, Calif., radio range station via the intersection of the west course of the Los Angeles, Calif., radio range and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station; Santa Barbara, Calif., radio range station to the intersection of the northwest course of the Santa Barbara, Calif., radio range and the southwest course of the Fresno, Calif., radio range. From the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Calif., radio range via the Travis AFB, Calif., radio range station to the intersection of the northeast course of the Travis AFB, Fairfield, Calif., radio range and the northwest course of the Sacramento, Calif., radio range. From the Red Bluff, Calif., radio range station via the Whitmore, Calif., radio range station; the intersection of the northeast course of the Whitmore, Calif., radio range and the south course of the Klamath Falls, Oreg., radio range; Klamath Falls, Oreg., radio range station; the intersection of the north course of the Klamath Falls, Oreg., radio range and the southwest course of the Redmond, Oreg., radio range; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range to the Ellensburg, Wash., radio range station.

§ 600.109 *Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).* From the Charleston, S. C., radio range station via the Myrtle Beach, S. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; the intersection of a line bearing 11° True from the New Bern, N. C., nondirectional radio beacon and the southwest course of the Norfolk, Va., radio range to the Norfolk, Va., radio range station. The portion of this airway above 5500 feet above mean sea level within 60 miles of a point at latitude 34°54′30″, longitude 76°53'00'' is excluded daily from sunset to sunrise.

§ 600.110 *Amber civil airway No. 10 (Hawaiian Islands)*. From the intersection of the west course of the Hilo, T. H., radio range and the south course of the Honolulu, T. H., radio range to the Honolulu, T. H., radio range station excluding the portion above 10,000 feet.

§ 600.111 *Amber civil airway No. 11 (Hawaiian Islands)*. From the intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H., radio range via the Maui, T. H., radio range station to the intersection of the north course of the Maui, T. H., radio range and the northeast course of the Honolulu, T. H., radio range.

§ 600.112 *Amber civil airway No. 12 (Hawaiian Islands)*. From the intersection of the south course of the Hilo, T. H., radio range and point 37 miles south of the Hilo, T. H., radio range station via the Hilo, T. H., radio range station to the intersection of the north course of the Hilo, T. H., radio range and the northeast course of the Honolulu, T. H., radio range.

§ 600.113 *Amber civil airway No. 13 (Washington, D. C. to New York, N. Y.)*. From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° True from the Riverdale nondirectional radio beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station; the intersection of the north course of the Baltimore, Md., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Newark, N. J., radio range station.

§ 600.114 *Amber civil airway No. 14 (Washington, D. C., to New York, N. Y.)*. From the Riverdale, Md., nondirectional radio beacon via the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range; the intersection of the south course of the Harrisburg, Pa., radio range and the northeast course of the Arcola, Va., radio range to the Lancaster, Pa., nondirectional radio beacon. From the Willow Grove, Pa. (Navy), radio range via the intersection of the northeast course of the Willow Grove, Pa. (Navy), radio range and the east course of the Allentown, Pa., radio range to the Chatham, N. J., nondirectional radio beacon.

§ 600.115 *Amber civil airway No. 15 (Washington, D. C., to New York, N. Y.)*. From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° True from the Riverdale nondirectional radio beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station; the intersection of the north course of the Baltimore, Md., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the LaGuardia, N. Y., radio range; the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the Idlewild, N. Y., radio range to the Idlewild, N. Y., radio range station.

§ 600.119 *Amber civil airway No. 19 (Washington, D. C. to New York, N. Y.)* From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° True from the Riverdale nondirectional beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station; the intersection of the north course of the Baltimore, Md., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the LaGuardia, N. Y., radio range; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the LaGuardia, N. Y., radio range to the LaGuardia, N. Y., radio range station.

RED CIVIL AIRWAYS

§ 600.201 *Red civil airway No. 1 (Big Spring, Tex., to San Antonio, Tex.)*. From the Big Spring, Tex., radio range station via the intersection of the southeast course of the Big Spring, Tex., radio range and the northwest course of the Kelly, Tex., radio range to the Kelly, Tex., radio range station.

§ 600.202 *Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.)*. From the intersection of the southeast course of the Sheridan, Wyo., radio range and the north course of the Casper, Wyo., radio range via the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range to the Rapid City, S. Dak., radio range station.

§ 600.203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.)*. From the Philipsburg, Pa., radio range station to the Harrisburg, Pa., radio range station. From the Philadelphia, Pa., radio range station via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia) radio range to the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range. From the New York, N. Y. (LaGuardia), radio range station to the intersection of the northeast course of the New York, N. Y. (LaGuardia) radio range and the northeast course of the Newark, N. J., radio range.

§ 600.204 *Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.)*. From the Las Vegas, N. Mex., radio range station to the intersection of the southeast course of the Las Vegas, N. Mex., radio range and the west course of the Tucumcari, N. Mex., radio range.

§ 600.205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.)*. From the Sioux Falls, S. Dak., radio range station, via the Minneapolis, Minn., radio range station to the St. Paul Airport, St. Paul, Minn.

§ 600.206 *Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.)*. From the Denver, Colo., radio range station via the Akron, Colo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Lincoln, Nebr., radio range station to Omaha, Nebr., radio range station.

§ 600.207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.)*. From the intersection of the south course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range, via the Greenville, S. C., radio range station to the intersection of the east course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range. From the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range, via the Charlotte, N. C., radio range station to the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range. From the intersection of the southwest course of the Greensboro, N. C., radio range and the southeast course of the Winston-Salem, N. C., radio range via the Winston-Salem, N. C., radio range station and the Winston-Salem, N. C., Municipal Airport to the Greensboro, N. C., radio range station.

§ 600.208 *Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.)*. From the intersection of the west course of the Wright-Patterson AFB radio range, Fairfield, Ohio, and the northwest course of the Cincinnati, Ohio, radio range via the Wright-Patterson AFB radio range station; the intersection of the east course of the Wright-Patterson AFB radio range and the south course of the Columbus, Ohio, radio range; the Zanesville, Ohio, non-directional radio beacon; the Bergholz, Ohio, non-directional radio beacon; the Butler, Pa., non-directional radio beacon; the Brookville, Pa., non-directional radio beacon; the intersection of the southwest course of the Elmira, N. Y., radio range and the west course of the Williamsport, Pa., radio range; Williamsport, Pa., radio range station; Crystal Lake, Pa., non-directional radio beacon to the Newark, N. J., radio range station.

§ 600.209 *Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.)*. From the San Diego, Calif., radio range station via the intersection of the east course of the San Diego, Calif., radio range and the west course of the El Centro, Calif., radio range; El Centro, Calif., radio range station; Yuma, Ariz., radio range station, excluding the portion which lies outside the continental United States; the intersection of the east course of the Yuma, Ariz., radio range and the west course of the Gila Bend, Ariz., radio range; Gila Bend, Ariz., radio range station to the intersection of the east course of the Gila Bend, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range.

§ 600.210 *Red civil airway No. 10 (Amarillo, Tex., to Charleston, S. C.)*. From the Amarillo, Tex., radio range station via the Wichita Falls, Tex., radio range station; the intersection of the southeast course of the Wichita Falls, Tex., radio range and the north course of the Fort Worth, Tex., radio range; Dallas, Tex., radio range station; Shreveport, La., radio range station; Monroe, La., radio range station; Jackson, Miss., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; the intersection of the east course of the Birmingham, Ala., radio range and a line bearing 267° True from the Atlanta, Ga., radio range; Atlanta, Ga., radio range station, excluding the portion below 5,500 feet which overlaps the Camp Gordon, Ga., restricted area, to the Augusta, Ga., radio range station. From the intersection of the northeast course of the Augusta, Ga., radio range and the northwest course of the Charleston, S. C., radio range to the Charleston, S. C., radio range station.

§ 600.211 *Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).* From the intersection of the northeast course of the Gage, Okla., radio range and a line bearing 314° True from the Enid, Okla., Vance AFB nondirectional radio beacon via the Enid, Okla., Vance AFB nondirectional radio beacon to the intersection of a line bearing 130° True from the Vance AFB nondirectional radio beacon and the north course of the Oklahoma City, Okla., radio range. From the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range via the Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon to the intersection of a line bearing 52° True from the Vichy nondirectional radio beacon and the west course of the St. Louis, Mo., radio range. From the intersection of the south course of the Indianapolis, Ind., radio range and the west course of the Louisville, Ky., radio range via the Louisville, Ky., radio range station to the intersection of the east course of the Louisville, Ky., radio range and a line bearing 358° True from the Lexington, Ky., nondirectional radio beacon. From the Albany, N. Y., radio range station to the intersection of the northeast course of the Hartford, Conn., radio range and the west course of the Boston, Mass., radio range. From the Boston, Mass., radio range station to the intersection of the east course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy), radio range.

§ 600.212 *Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.).* From the Joliet, Ill., radio range station via the intersection of the east course of the Joliet, Ill., radio range and the west course of the South Bend, Ind., radio range; South Bend, Ind., radio range station to the Detroit, Mich., radio range station. That airspace over United States territory from the Windsor, Ont., Canada, radio range station to the Erie, Pa., radio range station.

§ 600.213 *Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).* From the Wheeling, W. Va., nondirectional radio beacon via the Clinton, Pa., nondirectional radio beacon; Butler, Pa., nondirectional radio beacon; Westover, Pa., nondirectional radio beacon to the Philipsburg, Pa., radio range station. From the Wilkes-Barre, Pa., radio range station via the Stewart AFB, N. Y., nondirectional radio beacon; Poughkeepsie, N. Y., radio range station; Hartford, Conn., radio range station; Providence, R. I., radio range station via the intersection of the north course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range to the intersection of a direct line between the intersection of the north course of the Providence radio range and the southwest course of the Boston radio range and the Bedford, Mass., nondirectional radio beacon (located at lat. 42°28′47″, long. 71°23′21″) with the west course of the Boston, Mass., radio range.

§ 600.214 *Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).* From the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range via the Rockford, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; Chicago, Ill., radio range station; Indianapolis, Ind., radio range station to the intersection of the south course of the Indianapolis, Ind., radio range and the west course of the Louisville, Ky., radio range.

§ 600.215 *Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).* From the intersection of the northeast course of the Reno, Nev., radio range and the northwest course of the Fallon, Nev., radio range via the Fallon, Nev., radio range station; the intersection of the southeast course of the Fallon, Nev., radio range with a point at Lat. 38°39′50″, Long. 117°51′00″; the Tonopah, Nev., radio range station; the intersection of the south course of the Tonopah, Nev., radio range with a point at Lat. 37°25′30″, Long. 117°09′30″; thence via Lat. 36°17′45″, Long. 116°25′30″ to the Goodspring, Nev., non-directional radio beacon. From the Las Vegas, Nev., radio range station to the intersection of the southeast course of the Las Vegas, Nev., radio range and the west course of the Prescott, Ariz., radio range. From the Prescott, Ariz., radio range station via the intersection of the southeast course of the Prescott, Ariz., radio range and the northwest course of the Phoenix, Ariz., radio range to the Phoenix, Ariz., radio range station.

§ 600.216 *Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).* From the Tallahassee, Fla., radio range station via the Albany, Ga., radio range station; the intersection of the north course of the Albany, Ga., radio range and the southwest course of the Macon, Ga., radio range to the Macon, Ga., radio range station excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise. From the Augusta, Ga., radio range station via the Columbia, S. C., radio range station; the intersection of the east course of the Columbia, S. C., radio range and the south course of the Florence, S. C., radio range; Florence, S. C., radio range station; Lumberton, N. C., nondirectional radio beacon; the intersection of a line bearing 21° True from the Lumberton, N. C., nondirectional radio beacon and a line bearing 191° True from the Raleigh, N. C., radio range station to the Raleigh, N. C., radio range Station.

§ 600.217 *Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).* From the intersection of the southwest course of the Belleville, Ill., Scott AFB radio range with a point on the southwest course of the Scott AFB radio range 48 miles southwest of the Belleville, Ill., Scott AFB radio range station via the Belleville, Ill., Scott AFB radio range station to the intersection of the northeast course of the Scott AFB radio range and the west course of the Effingham, Ill., radio range. From the Chanute AFB, Rantoul, Ill., radio range station to the intersection of the northeast course of the Chanute AFB radio range and the southeast course of the Chicago, Ill., radio range. From the Fort Wayne, Ind., radio range station via the Findlay, Ohio, non-directional radio beacon; the Mansfield, Ohio, non-directional radio beacon to the Pittsburgh, Pa., radio range station. From the McKeesport, Pa., non-directional radio beacon to the Johnstown, Pa., non-directional radio beacon. From the Martinsburg, W. Va., radio range station via the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station to the intersection of the east course of the Baltimore, Md., radio range and the southwest course of the Millville, N. J., radio range, except that the portion of the civil airway which overlaps the Aberdeen restricted area (R-24) (published in § 608.28 of this chapter) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).* From the intersection of the east course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati, Ohio, radio range via the Cincinnati, Ohio, radio range station; Huntington, W. Va., nondirectional radio beacon; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station to the intersection of the east course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range.

§ 600.219 *Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).* From the Traverse City, Mich., radio range station via the Gladwin, Mich., nondirectional radio beacon; Saginaw, Mich., nondirectional radio beacon; Flint, Mich., ILS outer Marker; Detroit, Mich., radio range station; the intersection of the southeast course of the Detroit, Mich, radio range and the west course of the Akron, Ohio, radio range to the Akron, Ohio, radio range station. From the intersection of the southwest course of the Arcola, Va., radio range and the west course of the Quantico, Va. (Navy), radio range to the Quantico, Va. (Navy), radio range station, excluding the portion more than 1 mile north of the west course of the Quantico, Va. (Navy), radio range. From the intersection of the north course of the Richmond, Va., radio range and the northwest course of the Tappahannock, Va., radio range via the Tappahannock, Va., radio range station to the intersection of the southeast course of the Tappahannock, Va., radio range and the north course of the Norfolk, Va. (Navy), radio range, excluding those portions more than 2 miles either side of the northwest course of the Tappahannock, Va., radio range and the portion which overlaps the Patuxent, Md., restricted area (R-43), thence to the Norfolk, Va., Navy radio range station excluding the portion which overlaps Plum Tree Island restricted area (R-49).

§ 600.220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.)*. That airspace over United States territory from the Lansing, Mich., radio range station via the Flint, Mich., ILS outer marker; the intersection of the northwest course of the Selfridge, Mich., AFB radio range and the northwest course of the Windsor, Ont., Can., radio range; Windsor, Ont., Can., radio range station; Cleveland, Ohio, radio range station; Akron, Ohio, radio range station; the intersection of the southeast course of the Akron, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; Pittsburgh, Pa., radio range station; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Washington, D. C., radio range; Washington, D. C., radio range station to the intersection of the southeast course of the Washington, D. C., radio range with Red civil airway No. 77.

§ 600.221 *Red civil airway No. 21 (New York, N. Y., to Boston, Mass.)*. From the intersection of the east course of the New York (La Guardia), N. Y., radio range and the southwest course of the Bridgeport, Conn., radio range via the Bridgeport, Conn., radio range station to the intersection of the northeast course of the Bridgeport, Conn., radio range and the southeast course of the Hartford, Conn., radio range. From the intersection of the southeast course of the Hartford, Conn., radio range and the west course of the Quonset Point, R. I. (Navy), radio range via the intersection of the west course of the Quonset Point, R. I. (Navy), radio range and the southwest course of the Providence, R. I., radio range; Providence, R. I., radio range station, excluding that portion more than 2 miles east of the southwest course of the Providence, R. I., radio range; Squantum, Mass. (Navy), radio range station to the intersection of the northeast course of the Squantum, Mass. (Navy), radio range and the east course of the Boston, Mass., radio range.

§ 600.222 *Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.)*. From the Mount Clemens, Mich., Selfridge AFB radio range station to the intersection of the southeast course of the Selfridge AFB radio range and the west course of the Clear Creek, Ont., Canada, radio range, excluding the portion which lies outside the continental United States. From the intersection of the west course of the Buffalo, N. Y., radio range and the United States-Canadian Border via the Buffalo, N. Y., radio range station; the intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range to the Rochester, N. Y., radio range station. From the Syracuse, N. Y., radio range station via the Utica, N. Y., radio range station to the intersection of the southeast course of the Utica, N. Y., radio range and the west course of the Albany, N. Y., radio range.

§ 600.223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.)*. That airspace over United States territory from the Lakehead, Ont., Canada, radio range station via the Houghton, Mich., radio range station; Grand Marias, Mich., radio range station; Sault Ste. Marie, Mich., radio range station to the Gore Bay, Ont., Canada, radio range station. That airspace over United States territory from the Toronto, Ont., Canada, radio range station via the Buffalo, N. Y., radio range station; Dansville, N. Y., nondirectional radio beacon; Elmira, N. Y., radio range station; New York (La Guardia), N. Y., radio range station to the intersection of the east course of the New York (La Guardia), N. Y., radio range and the northeast course of the Mitchel AFB, N. Y., radio range.

§ 600.224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.)*. From the Amarillo, Tex., radio range station via the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Oklahoma City, Okla., radio range to the Oklahoma City, Okla., radio range station.

§ 600.225 *Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine)*. That airspace over United States territory from the Quebec, Canada, radio range station via the intersection of the northwest course of the Bangor, Maine, radio range and the west course of the Millinocket, Maine, radio range to the intersection of the northwest course of the Bangor, Maine, radio range and the southwest course of the Millinocket, Maine, radio range.

§ 600.226 *Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.)*. From the intersection of the southwest course of the Richmond, Va., radio range and the northwest course of the Waverly, Va., radio range via the Waverly, Va., radio range station to the intersection of the southeast course of the Waverly, Va., radio range and the southwest course of the Norfolk, Va., radio range.

§ 600.227 *Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.)*. From the intersection of the south course of the Atlanta, Ga., NAS radio range and the northeast course of the Campbellton, Ga., radio range via the Atlanta, Ga., NAS radio range station; the intersection of the north course of the Atlanta, Ga., NAS radio range and the south course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Corbin, Ky., radio range station; the intersection of the north course of the Corbin, Ky., VHF VAR radio range and a line bearing 150° True from the Lexington, Ky., nondirectional radio beacon; Lexington, Ky., nondirectional radio beacon to the intersection of a line bearing 358° True from the Lexington, Ky., nondirectional radio beacon with the east course of the Louisville, Ky., radio range. From the Findlay, Ohio, nondirectional radio beacon via the Toledo, Ohio, radio range station to the intersection of the north course of the Toledo, Ohio, radio range and the west course of the Detroit, Mich., radio range.

§ 600.228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.)*. From the Rockford, Ill., radio range station via the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; Chicago, Ill., radio range station; the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range station. From the Lansing, Mich., radio range station to the intersection of a line bearing 127° True from the Lansing, Mich., radio range station to its intersection with the west course of the Detroit, Mich., radio range.

§ 600.229 *Red civil airway No. 29 (Elmira, N. Y., to Baltimore, Md.)*. From the intersection of the southwest course of the Elmira, N. Y., radio range and the north course of the Williamsport, Pa., radio range via the Williamsport, Pa., radio range station; Harrisburg, Pa., radio range station to the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range. From the Baltimore, Md., radio range station to the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Andrews, Md., radio range, excluding that portion which lies more than two miles east of the south course of the Baltimore, Md., radio range between the intersection of the south course of the Baltimore, Md., radio range and the southern boundary of Red civil airway No. 45 and the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Washington, D. C., radio range, and excluding those portions which overlap restricted areas.

§ 600.230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.)*. From the Shreveport, La., radio range station via the intersection of the south course of the Shreveport, La., radio range and the northwest course of the Alexandria, La., radio range; Alexandria, La., radio range station; intersection of the southeast course of the Alexandria, La., radio range and the northwest course of the Baton Rouge, La., radio range; Baton

Rouge, La., radio range station to the intersection of the southeast course of the Baton Rouge, La., radio range and the west course of the New Orleans, La., radio range. From the New Orleans, La., radio range station via the intersection of the northeast course of the Saufley Field, Pensacola, Fla. (Navy), radio range and the west course of the Pensacola, Fla., radio range; Whiting Field, Milton, Fla. (Navy), radio range station; Crestview, Fla., radio range station, excluding the portion below 2,000 feet MSL lying within Pensacola caution area C–488; the intersection of the east course of the Crestview, Fla., radio range and the northwest course of the Tallahassee, Fla., radio range; Tallahassee, Fla., radio range station to the Jacksonville, Fla., radio range station, excluding the portion above 19,000 feet MSL lying within the Tyndall restricted area (R–336), between sunset and sunrise.

§ 600.231 *Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).* From the intersection of the east course of the Cheyenne, Wyo., radio range and the southwest course of the Scottsbluff, Nebr., radio range via the Scottsbluff, Nebr., radio range station; the intersection of the northeast course of the Scottsbluff, Nebr., radio range and the south course of the Rapid City, S. Dak., radio range; Rapid City, S. Dak., radio range station; the intersection of the east course of the Rapid City, S. Dak., radio range and the west course of the Pierre, S. Dak., radio range; Pierre, S. Dak., radio range station; the intersection of the east course of the Pierre, S. Dak., radio range and the southwest course of the Huron, S. Dak., radio range to the Huron, S. Dak., radio range station. From the Minneapolis, Minn., radio range station via the Stanton, Minn., nondirectional radio beacon to the La Crosse, Wis., radio range station.

§ 600.232 *Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).* From the Laredo, Tex., radio range station via the intersection of the northeast course of the Laredo, Tex., radio range and the southwest course of the Kelly, Tex., radio range; Kelly, Tex., radio range station to the intersection of the northeast course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range. From the Austin, Tex., radio range station via the Smithville, Tex., non-directional radio beacon: the Richmond, Tex., radio range station to the intersection of the southeast course of the Richmond, Tex., radio range and the southwest course of the Houston, Tex., radio range.

§ 600.233 *Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).* From the intersection of the east course of the Langley, Va., AFB radio range and the north course of the Norfolk, Va., Navy radio range via the Langley, Va., AFB radio range station, excluding the portion which overlaps the Plum Tree Island Restricted Area (R–49), to the Richmond, Va., radio range station. From the Gordonsville, Va., radio range station via the Arcola, Va., radio range station to the intersection of the northeast course of the Arcola, Va., radio range and the southeast course of the Harrisburg, Pa., radio range. From the intersection of the east course of the Poughkeepsie, N. Y., radio range and the southwest course of the Chicopee, Westover AFB, Mass., radio range via the Chicopee, Westover AFB, Mass., radio range station to the intersection of the northeast course of the Chicopee, Westover AFB, Mass., radio range and the west course of the Boston, Mass., radio range.

§ 600.234 *Red civil airway No. 34 (Charleston, W. Va., to Weeksville, N. C.).* From the Charleston, W. Va., radio range station via the Pulaski, Va., radio range station to the Greensboro, N. C., radio range station. From the intersection of the northeast course of the Greensboro, N. C., radio range and the northwest course of the Raleigh, N. C., radio range to the Raleigh, N. C., radio range station. From the intersection of the north course of the Williamston, N. C., VHF VAR radio range and the southwest course of the Norfolk, Va., radio range to the Weeksville, N. C. (Navy) radio range station.

§ 600.235 *Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).* From the Pueblo, Colo., radio range station via the La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; the intersection of the east course of the Hutchinson, Kans., radio range and the southwest course of the Forbes AFB, Kans., radio range; Forbes AFB, Kans., radio range station to the intersection of the northeast course of the Forbes, AFB radio range and the northwest course of the Kansas City, Mo., radio range.

§ 600.236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).* From the Stanton, Minn., non-directional beacon via the Rochester, Minn., radio range station to the intersection of the east course of the Rochester, Minn., radio range and the northwest course of the La Crosse, Wis., radio range.

§ 600.237 *Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).* From the Tyler, Tex., radio range station to the intersection of the north course of the Tyler, Tex., radio range and the west course of the Shreveport, La., radio range. From the intersection of the northeast course of the Texarkana, Ark., radio range and the southwest course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station; Stuttgart, Ark., radio range station to the intersection of the east course of the Stuttgart, Ark., radio range and the west course of the Memphis, Tenn., radio range. From the Charleston, W. Va., radio range station via the Roanoke, Va., radio range station; Lynchburg, Va., radio range station; to the Gordonsville, Va., radio range station.

§ 600.238 *Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).* From the intersection of the southeast course of the Big Spring, Tex., radio range and the southwest course of the San Angelo, Tex., radio range via the San Angelo, Tex., radio range station to the intersection of the southeast course of the San Angelo, Tex., radio range and the southeast course of the Big Spring, Tex., radio range. From the intersection of the northwest course of the Kelly, Tex., radio range and the west course of the San Antonio, Tex., radio range to the San Antonio, Tex., radio range station.

§ 600.239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).* From the Bethel, Alaska, radio range station via the Aniak, Alaska, radio range station; the McGrath, Alaska, radio range station; the Minchumina, Alaska, radio range station and the Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.240 *Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).* From the Kodiak, Alaska, radio range station via the Shuyak, Alaska, nondirectional radio beacon; Homer, Alaska, radio range station to the Anchorage, Alaska, radio range station.

§ 600.241 *Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).* From the intersection of the northwest course of the Sitka (Biorka Island) Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range via the Gustavus, Alaska, radio range station to the Sisters Island, nondirectional radio beacon.

§ 600.242 *Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.).* From the intersection of the west course of the Milwaukee, Wis., radio range and the northwest course of the Chicago, Ill., radio range to the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range. From the Glenview, Ill. (Navy), radio range station to the intersection of the southwest course of the Glenview, Ill. (Navy), radio range and the west course of the Chicago, Ill., radio range.

§ 600.243 *Red civil airway No. 43 (Chicago, Ill., to LaFayette, Ind.).* From the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range via the intersection of the east course of the Rockford, Ill., radio range and the north course of the Harvey, Ill., radio range; Harvey, Ill., radio range station to the intersection of the south course of the Harvey, Ill., radio range and the southeast course of the Rockford, Ill., radio range.

§ 600.244 *Red civil airway No. 44 (Bellingham, Wash., to Princeton, B. C., Canada).* That airspace over United States territory from the Bellingham, Wash., radio range station to the Princeton, British Columbia, Canada, radio range station.

§ 600.245 *Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.).* From the Blackstone, Va., radio range station via the Manakin, Va., nondirectional radio beacon; the intersection of the south course of the Quantico, Va. (Navy), radio range and the southwest course of the Washington, D. C., radio range; Quantico, Va. (Navy), radio range station to the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington, D. C., radio range, excluding that portion which lies more than 2 miles west of the north course of the Quantico, Va. (Navy), radio range between the range station and the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington, D. C., radio range. From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° True from the Riverdale nondirectional radio beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station to the intersection of the north course of the Baltimore, Md., radio range and the southwest course of the Allentown, Pa., radio range.

§ 600.246 *Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).* That airspace over United States territory from the Regina, Saskatchewan, Canada, radio range station via the Minot, N. Dak., radio range station to the Jamestown, N. Dak., radio range station.

§ 600.247 *Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).* From the Tampa, Fla., radio range station via the Orlando, Fla., radio range station to the Daytona Beach, Fla., radio range station.

§ 600.248 *Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.).* From the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range via a point located at Lat. 46°15′00″, Long. 111°00′00″ to the Livingston, Mont., radio range station.

§ 600.249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).* From the Elko, Nev., radio range station via the Wendover, Utah, radio range station; the intersection of the east course of the Wendover, Utah, radio range and the west course of the Salt Lake City, Utah, radio range; the Salt Lake City, Utah, radio range station; Fort Bridger, Wyo., radio range station to the intersection of the north course of the Fort Bridger, Wyo., radio range and the southeast course of the Malad City, Idaho, radio range.

§ 600.250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).* From the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range via the Tanana, Alaska, radio range station to the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

§ 600.251 *Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).* From the Blackstone, Va., radio range station via the intersection of the east course of the Blackstone, Va., radio range and the west course of the Langley, Va., AFB radio range to the Langley, Va., AFB radio range station, excluding the portions which overlap the Camp Pickett Restricted Area (R-44) and the Plum Tree Island Restricted Area (R-49).

§ 600.252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).* From the intersection of the northeast course of the Memphis, Tenn., radio range and the northwest course of the Muscle Shoals, Ala., radio range via the Muscle Shoals, Ala., radio range station to the intersection of the southeast course of the Muscle Shoals, Ala., radio range and the north course of the Birmingham, Ala., radio range.

§ 600.253 *Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.).* From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; the intersection of the east course of the The Dalles, Oreg., radio range and the west course of the Pendleton, Oreg., radio range; Pendleton, Oreg., radio range station; the intersection of the east course of the Pendleton, Oreg., radio range and the southwest course of the Walla Walla, Wash., radio range; Walla Walla, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.254 *Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).* From the Burley, Idaho, radio range station via the Promontory Point, Utah, non-directional radio beacon to a point located at Latitude 40°47′00″, Longitude 112°23′00″.

§ 600.255 *Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio).* From the intersection of the northeast course of the Chicago, Ill., radio range and a line bearing 293° True from the South Bend, Ind., radio range station via the South Bend, Ind., radio range station; Goshen, Ind., radio range station; Findlay, Ohio, non-directional radio beacon to the Columbus, Ohio, radio range station.

§ 600.256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* From the intersection of the northwest course of the Red Bluff, Calif., radio range and the northwest course of the Whitmore, Calif., radio range to the Whitmore, Calif., radio range station.

§ 600.257 *Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio.).* From the Des Moines, Iowa, radio range station via the Cedar Rapids, Iowa, nondirectional radio beacon; Moline, Ill., radio range station; Rockford, Ill., radio range station; Milwaukee, Wis., radio range station; Battle Creek, Mich., radio range station to the Toledo, Ohio, radio range station. From the Akron, Ohio, radio range station to the Youngstown, Ohio, radio range station.

§ 600.258 *Red civil airway No. 58 (Augusta, Maine to United States-Canadian Border).* That airspace over United States territory from the Augusta, Maine, radio range station via the Bangor, Maine, radio range station; Pennfield Ridge, New Brunswick, Canada, radio range station to the St. John, New Brunswick, Canada, radio range station.

§ 600.259 *Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).* From the Garden City, Kans., radio range station via the intersection of the south course of the Garden City, Kans., radio range and the northwest course of the Gage, Okla., radio range; Gage, Okla., radio range station to the Oklahoma City, Okla., radio range station.

§ 600.260 *Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).* From the Oakland, Calif., radio range station via the Stockton, Calif., radio range station to the intersection of the east course of the Stockton, Calif., radio range and a point at Lat. 37°55′10″, Long. 120°44′25″.

§ 600.261 *Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).* From the Butler, Pa., nondirectional radio beacon via the Johnstown, Pa., nondirectional radio beacon to the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range. From the intersection of the northwest course of the Arcola, Va., radio range and the northwest course of the Front Royal, Va., radio range via the Arcola, Va., radio range station to the intersection of the southeast course of the Arcola, Va., radio range and the southwest course of the Washington, D. C., radio range.

§ 600.262 *Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.).* From the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northeast course of the Morgantown, W. Va., radio range via the Johnstown, Pa., non-directional radio beacon to the Altoona, Pa., radio range station.

§ 600.263 *Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).* From the intersection of the southwest course of the Grand Rapids, Mich., radio range and the west course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station to the Jackson, Mich., nondirectional radio beacon.

§ 600.264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).* From the intersection of the southwest course of the Annette Island, Alaska, radio range and the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 600.265 *Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).* From the Los Angeles, Calif., radio range station via the intersection of the south course of the Los Angeles, Calif., radio range and a line bearing 279° True from the Oceanside, Calif., nondirectional radio beacon; Oceanside, Calif., nondirectional radio beacon; Julian, Calif., nondirectional beacon to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 600.266 *Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).* From the Santa Barbara, Calif., radio range station to the Newhall, Calif., radio range station.

§ 600.267 *Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).* From the Crestview, Fla., radio range station via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the southwest course of the Columbus, Ga., radio range; Columbus, Ga., radio range station; the intersection of the northeast course of the Columbus, Ga., radio range and a line bearing 182° True from the Marietta, Ga. (Lost Mountain), nondirectional radio beacon to the intersection of the line bearing 182° True from the Marietta, Ga. (Lost Mountain) nondirectional beacon and the southwest course of the Atlanta, Ga., radio range, excluding the portions above 19,000 feet MSL which lie within Tyndall restricted area (R–336) between sunset and sunrise, and excluding the portion which overlaps Fort Benning restricted area (R–129).

§ 600.268 *Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).* From the Midland, Tex., radio range station via the San Angelo, Tex., radio range station; the intersection of the northeast course of the San Angelo, Tex., radio range and the south course of the Abilene, Tex., radio range to the Abilene, Tex., radio range station. From the intersection of the west course of the Fort Worth, Tex., radio range and the northwest course of the Waco, Tex., radio range via the intersection of the northwest course of the Waco, Tex., radio range and the west course of the Dallas, Tex., radio range to the Dallas, Tex., radio range station. From the Duncanville, Tex., nondirectional radio beacon via the Tyler, Tex., radio range station to the Shreveport, La., radio range station.

§ 600.269 *Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).* From the Midland, Tex., radio range station to the intersection of the northeast course of the Midland, Tex., radio range and the southwest course of the Big Spring, Tex., radio range.

§ 600.270 *Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).* From the Midland, Tex., radio range station via the intersection of the south course of the Lubbock, Tex., radio range and the northwest course of the Big Spring, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.271 *Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).* From the intersection of the east course of the El Paso, Tex., radio range and the southwest course of the Roswell, N. Mex., radio range via the Roswell, N. Mex., radio range station; the intersection of the northeast course of the Roswell, N. Mex., radio range and the west course of the Lubbock, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.272 *Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).* From the intersection of the southwest course of the Millville, N. J., radio range and the south course of the New Castle, Del., radio range via the New Castle, Del., radio range station to the intersection of the north course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range. From the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Willow Grove, Pa., radio range via the Willow Grove, Pa., radio range station; the intersection of the northeast course of the Willow Grove, Pa., radio range and the east course of the Allentown, Pa., radio range; the Chatham, N. J., non-directional radio beacon to the Paterson, N. J., non-directional radio beacon.

§ 600.273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).* From the intersection of the west course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range via the New Castle, Del., radio range station to the intersection of the east course of the New Castle, Del., radio range and the northeast course of the Millville, N. J., radio range.

§ 600.274 *Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.).* From the intersection of the east course of the New Orleans, La., radio range with a line bearing 225° True from the Bay Minette, Ala., nondirectional radio beacon to the Bay Minette, Ala., nondirectional radio beacon.

§ 600.275 *Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).* From the Vancouver, B. C., radio range station to the intersection of the northwest course of the Bellingham, Wash., radio range and the west course of the Abbotsford, B. C., radio range; Abbotsford, B. C., radio range station to the intersection of the east course of the Abbotsford, B. C., radio range and the northeast course of the Bellingham, Wash., radio range, excluding those portions lying outside the limits of the continental United States.

§ 600.276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).* From the Williams, Calif., radio range station to the intersection of the east course of the Williams, Calif., radio range and the northeast course of the Sacramento, Calif., radio range.

§ 600.277 *Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.).* From the Greensboro, N. C., radio range station via the Lynchburg, Va., radio range station; Richmond, Va., radio range station; Tappahannock, Va., radio range station; Dover, Del., AFB radio range station to the Atlantic City, N. J. (Navy) radio range station, excluding the portion below 6,000 feet which lies over Patuxent (restricted area (R–71), and excluding the portion which lies over Patuxent (restricted area (R–43).

§ 600.278 *Red civil airway No. 78 Medford, Oreg., to Klamath Falls, Oreg.).* From the intersection of the south course of the Medford, Oreg., radio range and the west course of the Klamath Falls, Oreg., radio range to the Klamath Falls, Oreg., radio range station.

§ 600.279 *Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).* That airspace over United States territory from the Neah Bay, Wash., radio range station via the Port Angeles, Wash., CGAS nondirectional radio beacon to the Dungeness, Wash., fan marker excluding the portion below 6,000 feet which overlaps Restricted Area (R–236) and excluding the portion which conflicts with the Albert Head Restricted Area (R–407). From the intersection of the west course of the Everett, Wash., radio range and the northwest course of the Seattle, Wash., radio range to the Everett, Wash., radio range station.

§ 600.280 *Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).* From the intersection of the west course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range via the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range; Great Falls, Mont., radio range station; Lewistown, Mont., radio range station; the intersection of the southeast course of the Lewistown, Mont., radio range and the north course of the Billings, Mont., radio range to the Miles City, Mont., radio range station.

§ 600.281 *Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).* From the Lansing, Mich., radio range station to the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 600.282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).* From the Skwentna, Alaska, radio range station to the intersection of the southeast course of the Skwentna, Alaska, radio range and the north course of the Anchorage (Merrill), Alaska, radio range.

§ 600.283 *Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).* From the intersection of the west course of the Phoenix, Ariz., radio range and the north course of the Gila Bend, Ariz., radio range via the Gila Bend, Ariz., radio range station to the Tucson, Ariz., radio range station.

§ 600.284 *Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).* From the Meridian, Miss., radio range station via the Maxwell AFB, Ala., radio range station; the intersection of the east course of the Maxwell AFB, Ala., radio range and the northwest course of the Columbus, Ga., radio range to the Columbus, Ga., radio range station, excluding the portion which overlaps Fort Benning (restricted area (R–129).

§ 600.285 *Red civil airway No. 85 (Akron, Ohio, to Altoona, Pa.).* From the intersection of the southeast course of the Akron, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range via the Butler, Pa., nondirectional radio beacon to the Altoona, Pa., radio range station.

§ 600.286 *Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).* From the intersection of the northeast course of the Millinocket, Maine, radio range and the northwest course of the Houlton, Maine, radio range to the

Houlton, Maine, radio range station, excluding that portion outside the continental limits of the United States.

§ 600.287 *Red civil airway No. 87 (Hawaiian Islands)*. From the intersection of northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station via the Port Allen, T. H., radio range station; the intersection of the southeast course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range; Honolulu, T. H., radio range station; Maui, T. H., radio range station; the intersection of the southeast course of the Maui, T. H., radio range and the north course of the Hilo, T. H., radio range; Hilo, T. H., radio range station to the intersection of the east course of the Hilo, T. H., radio range and a point 100 miles east of the Hilo, T. H., radio range station.

§ 600.288 *Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.)*. From the Albuquerque, N. Mex., radio range station via the Roswell, N. Mex., radio range station; the intersection of the southeast course of the Roswell, N. Mex., radio range and the west course of the Hobbs, N. Mex., radio range; Hobbs, N. Mex., radio range station to the intersection of the east course of the Hobbs, N. Mex., radio range and the south course of the Lubbock, Tex., radio range.

§ 600.289 *Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.)*. From the Quincy, Ill., nondirectional radio beacon via the Peoria, Ill., radio range station to the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range.

§ 600.290 *Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.)*. From the Camarillo, Calif., radio range station to the Burbank, Calif., radio range station.

§ 600.291 *Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.)*. From the Dunkirk, N. Y., nondirectional radio beacon via the Dansville, N. Y., nondirectional radio beacon to the Syracuse, N. Y., radio range station.

§ 600.292 *Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border)*. That airspace over United States territory from the Sault Ste. Marie, Mich., radio range station to the Sudbury, Ontario, Canada, radio range station.

§ 600.293 *Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.)*. From the Lincoln, Nebr., radio range station to the intersection of the east course of the Lincoln, Nebr., radio range and the southeast course of the Omaha, Nebr., radio range.

§ 600.294 *Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.)*. From the Providence, R. I., radio range station via the Otis AFB, Falmouth, Mass., nondirectional radio beacon located at Lat. 41°36′15″, Long. 70°32′31″, to the Hyannis, Mass., nondirectional radio beacon, excluding the portion which lies more than 4 miles north of the centerline between this Otis AFB nondirectional radio beacon and the Hyannis nondirectional radio beacon.

§ 600.295 *Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.)*. From the Elmira, N. Y., radio range station to the Utica, N. Y., radio range station.

§ 600.296 *Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.)*. From the Palacios, Tex., radio range station via the Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., radio range station; Lafayette, La., nondirectional radio beacon to the Baton Rouge, La., radio range station.

§ 600.297 *Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.)*. That airspace over United States territory from the Lakehead, Ontario, Canada, radio range station via the Sault Ste. Marie, Mich., radio range station to the Wiarton, Ontario, Canada, radio range station.

§ 600.298 *Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.)*. From the Vichy, Mo., nondirectional radio beacon to the Belleville, Ill., Scott AFB radio range station.

§ 600.299 *Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska)*. From the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range via the Iliamna, Alaska, radio range station to the intersection of the southeast course of the Iliamna, Alaska, radio range the west course of the Homer, Alaska, radio range.

§ 600.300 *Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.)*. From the South Bend, Ind., radio range station to the Battle Creek, Mich., radio range station.

§ 600.301 *Red civil airway No. 101 (Biloxi, Miss., to Pensacola, Fla.)*. From the Keesler Air Force Base, Biloxi, Miss., radio range station to the intersection of the southeast course of the Keesler AFB radio range with west course of the Pensacola, Fla., radio range.

§ 600.302 *Red civil airway No. 102 (Louisville, Ky., to Huntington, W. Va.)*. From the intersection of the south course of the Louisville, Ky., radio range and a line bearing 268° True from the Lexington, Ky., nondirectional radio beacon via the Lexington, Ky., nondirectional radio beacon to the Huntington, W. Va., nondirectional radio beacon.

§ 600.303 *Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska)*. From the Anchorage (Merrill), Alaska, radio range station via the intersection of the west course of the Anchorage (Merrill), Alaska, radio range and the northeast course of the Kenai, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the southeast course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range to the Middleton Island, Alaska, radio range station.

§ 600.304 *Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.)*. From the Greensboro, N. C., radio range station to the intersection of the southeast course of the Greensboro, N. C., radio range with a line bearing 191° True from the Raleigh, N. C., radio range.

§ 600.305 *Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.)*. From the intersection of the northeast course of the Wichita, Kans., radio range and the west course of the Chanute, Kans., radio range via the Chanute, Kans., radio range station to the intersection of the east course of the Chanute, Kans., radio range and a 344° True bearing from the Neosho, Mo., omnirange station.

§ 600.306 *Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.)*. From the Scottsbluff, Nebr., radio range station to the intersection of the southeast course of the Scottsbluff, Nebr., radio range and the west course of the North Platte, Nebr., radio range.

§ 600.307 *Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.)*. From the Stanton, Minn., nondirectional radio beacon to the intersection of the southeast course of the Minneapolis, Minn., radio range and the north course of the Rochester, Minn., radio range.

§ 600.308 *Red civil airway No. 108 (Promontory Point, Utah, to Fort Bridger, Wyo.)*. From the Promontory Point, Utah, nondirectional radiobeacon via the Corinne, Utah, nondirectional radiobeacon to the Fort Bridger, Utah, radio range station.

§ 600.309 *Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.)*. From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.310 *Red civil airway No. 110 (Mobile, Ala., to Pensacola, Fla.)*. From the intersection of a line bearing 331° True from the Brookley Air Force Base, Mobile, Ala., nondirectional radio beacon with Green civil airway No. 6 via the Brookley AFB nondirectional radio beacon to the intersection of a line bearing 151° True from the Brookley AFB nondirectional radio beacon with the west course of the Pensacola, Fla., radio range.

§ 600.312 *Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.)*. From the intersection of the west course of the Westfield, Mass., radio range with a straight line between Albany, N. Y., radio range station and the Hartford, Conn., radio range station to the Westfield, Mass., radio range station.

BLUE CIVIL AIRWAYS

§ 600.601 *Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.)*. From the Miami, Fla., radio range station to the Tampa, Fla., radio range station.

§ 600.602 *Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.)*. From the intersection of the north course of the Crestview, Fla., radio range and the southeast course of the Craig, Ala., AFB, radio range via the intersection of the southeast course of the Craig, Ala., AFB, radio range and the south course of the Birmingham, Ala., radio range; Birmingham, Ala., radio range station; the intersection of the north course of the Birmingham, Ala., radio range and the southwest course of the Chattanooga, Tenn., radio range via the Chattanooga, Tenn., radio range station to the intersection of the northeast course of the Chattanooga, Tenn., radio range and the west course of the Knoxville, Tenn., radio range. From the Pittsburgh, Pa., radio range station via the Butler, Pa., nondirectional radio beacon; the intersection of the east course of the Youngstown, Pa., radio range and the south course of the Erie, Pa., radio range to the Erie, Pa., radio range station.

§ 600.603 *Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.)*. From the Miami, Fla., radio range station via the Tamiami, Fla., nondirectional radio beacon; Fort Myers, Fla., nondirectional radio beacon; Tampa, Fla., radio range station; the intersection of the north course of the Tampa, Fla., radio range and the southeast course of the Cross City, Fla., radio range; Cross City, Fla., radio range station to the Tallahassee, Fla., radio range station, excluding the portion above 19,000 feet mean sea level which lies within the Tyndall AFB restricted area (R-336) between sunset and sunrise. From the intersection of the northwest course of the Tallahassee, Fla., radio range and the southeast course of the Dothan, Ala., radio range via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the east course of the Maxwell AFB, Montgomery, Ala., radio range, excluding that portion which lies more than 2 miles west of the northwest course of the Dothan, Ala., radio range between Lat. 31°20′00″, Long. 85°34′00″ and Lat. 31°34′00″, Long. 85°42′00″, and excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise; the Maxwell AFB, Montgomery, Ala., radio range station to the intersection of the north course of the Maxwell AFB, Montgomery, Ala., radio range and the east course of the Birmingham, Ala., radio range. From the Muscle Shoals, Ala., radio range station to the intersection of the northeast course of the Muscle Shoals, Ala., radio range and the southwest course of the Nashville, Tenn., radio range. From the intersection of the south course of the Goshen, Ind., radio range and the southwest course of the Fort Wayne, Ind., radio range via the Goshen, Ind., radio range station; the intersection of the north course of the Goshen, Ind., radio range and the southwest course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station; Traverse City, Mich., radio range station; Pellston, Mich., nondirectional radio beacon to the Sault Ste. Marie, Mich., radio range station.

§ 600.604 *Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border)*. From the intersection of the northeast course of the Boston, Mass., radio range and the southeast course of the Concord, N. H., radio range; Concord, N. H., radio range station; Burlington, Vt., radio range station to the Montreal, Que., Canada, radio range station, excluding the airspace which lies outside the continental United States.

§ 600.605 *Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.)*. From the Municipal Airport, Galveston, Tex., via the Galveston, Tex., radio range station; Houston, Tex., radio range station; the intersection of the northwest course of the Houston, Tex., radio range and the southeast course of the Bryan, Tex., radio range; Bryan, Tex., radio range station; Waco, Tex., radio range station; the intersection of the northeast course of the Waco, Tex., radio range and the south course of the Dallas, Tex., radio range; Dallas Tex., radio range station; Ardmore, Okla., nondirectional radio beacon to the intersection of the south course of the Tinker AFB, Okla., radio range and the southeast course of the Oklahoma City, Okla., radio range. From the Oklahoma City, Okla., radio range station via the intersection of the north course of the Oklahoma City, Okla., radio range and the southeast course of the Wichita, Kans., radio range; Wichita, Kans., radio range station to the intersection of the north course of the Wichita, Kans., radio range and the east course of the Hutchinson, Kans., radio range.

§ 600.606 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.)*. From the Abilene, Tex., radio range station via the Wichita Falls, Tex., radio range station to the intersection of the northeast course of the Wichita Falls, Tex., radio range and the south course of the Oklahoma City, Okla., radio range. From the intersection of the southeast course of the Scott AFB, Belleville, Ill., radio range and a point 25 miles southeast of the Scott AFB, Belleville, Ill., radio range station via the Scott AFB Belleville, Ill., radio range station to the intersection of the northwest course of the Scott AFB, Belleville, Ill., radio range and the southwest course of the Springfield, Ill., radio range. From the Springfield, Ill., radio range station to the Peoria, Ill., radio range station. From the intersection of the west course of the Goshen, Ind., radio range and the south course of the South Bend, Ind., radio range via the South Bend, Ind., radio range station to the intersection of the north course of the South Bend, Ind., radio range and the northeast course of the Chicago, Ill., radio range. From the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Muskegon, Mich., radio range station.

§ 600.607 *Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.)*. From the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Travis AFB, Calif., radio range via the Travis AFB, Calif., radio range station to the Williams, Calif., radio range station.

§ 600.608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border)*. That airspace over United States territory from the Fargo, N. Dak., radio range station via the Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station to the Winnipeg, Ont., Canada, radio range station.

§ 600.609 *Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border)*. From the Springfield, Mo., radio range station to the Columbia, Mo., radio range station. From the Rochester, Minn., radio range station to the intersection of the north course of the Rochester, Minn., radio range and the southeast course of the Minneapolis, Minn., radio range. That airspace over United States territory from the Minneapolis, Minn., radio range station via the Duluth, Minn., radio range station to the Lakehead, Ont., Canada, radio range station.

§ 600.610 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.)*. From the Fresno, Calif., radio range station via the intersection of the west course of the Fresno, Calif., radio range and the southeast course of the Oakland, Calif., radio range; Oakland, Calif., radio range station; the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Williams, Calif., radio range to the Williams, Calif., radio range station.

§ 600.611 *Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.)*. From the Findlay, Ohio, nondirectional radio beacon via the Cleveland, Ohio, radio range station; Erie, Pa., radio range station to the intersection of the southwest course of the Buffalo, N. Y., radio range and the east course of the Clear Creek, Ont., Canada, radio range.

§ 600.613 *Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa)*. From the Houston, Tex., radio range station via the Lufkin, Tex., nondirectional radio beacon; Shreveport, La., radio range station; the intersection of the northwest course of the Shreveport, La., radio range and the south course of the Texarkana, Ark., radio range; Texarkana, Ark., radio range station to the Fort Smith, Ark., nondirectional radio beacon excluding the portion which overlaps the Camp Chaffee restricted area (R-215). From the intersection of the northeast course of the Kansas City, Mo., radio range and the south course of the Des Moines, Iowa, radio range to the Des Moines, Iowa, radio range station.

§ 600.614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.)*. From the intersection of the west course of the El Centro, Calif., radio range and a bearing 165° True from the Julian, Calif., non-directional radio beacon to the Julian, Calif., non-directional radio beacon. From the Riverside, Calif., radio range station via the intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range and the Palmdale, Calif., radio range station to the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range. From the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range via the Stockton, Calif., radio range station to the intersection of the north course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 600.615 *Blue civil airway No. 15 (Huntington, W. Va., to Youngstown, Ohio)*. From the Huntington, W. Va., nondirectional radio beacon to the Columbus, Ohio, radio range station. From the Akron, Ohio, Akron-Canton County Airport ILS outer marker to the Hubbard, Ohio, nondirectional radio beacon.

§ 600.616 *Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.)*. From the intersection of the southwest course of the Waverly, Va., radio range and a line bearing 116° True from the Lawrenceville, Va., omnirange station via the Waverly, Va., radio range station to the Tappahannock, Va., radio range station.

§ 600.617 *Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine)*. From the intersection of the northeast course of the Bangor, Maine, radio range and the south course of the Houlton, Maine, radio range via the Houlton, Maine, radio range station; the intersection of the north course of the Houlton, Maine, radio range and the southeast course of the Presque Isle, Maine, radio range via the Presque Isle, Maine, radio range station to the Municipal Airport, Caribou, Maine, excluding that portion which lies outside the continental United States.

§ 600.618 *Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border)*. From the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the Idlewild, N. Y., radio range; the Idlewild, N. Y., radio range station to the intersection of the northeast course of the Idlewild, N. Y., radio range and the east course of the New York, N. Y. (LaGuardia), radio range. From the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range via the Poughkeepsie, N. Y., radio range station, excluding that portion which lies more than two miles west of the southwest course of the Poughkeepsie, N. Y., radio range between a point 25 miles northeast from the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range and a point 10 miles south of the Poughkeepsie, N. Y., radio range; the Albany, N. Y., radio range station; Burlington, Vt., radio range station to the intersection of the northeast course of the Burlington, Vt., radio range and the United States-Canadian Border.

§ 600.619 *Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.)*. From the Key West, Fla., radio range station via the Miami, Fla., radio range station; the intersection of the north course of the Miami, Fla., radio range and the west course of the West Palm Beach, Fla., radio range; Melbourne, Fla., radio range station to the Orlando, Fla., radio range station.

§ 600.620 *Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.)*. From the intersection of the southwest course of the Atlantic City, N. J., (Navy) radio range and the southeast course of the Millville, N. J., radio range via the intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; a point at latitude 40°15′00″, longitude 75°22′45″, to the Allentown, Pa., radio range station.

§ 600.622 *Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.)*. From the intersection of the southwest course of the Memphis, Tenn., radio range and the southeast course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station; Fort Smith, Ark., non-directional radio beacon; Tulsa, Okla., radio range station to the intersection of the northwest course of the Tulsa, Okla., radio range and the southeast course of the Wichita, Kans., radio range.

§ 600.623 *Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.)*. From the Norfolk, Va., Navy radio range station to the Chincoteague, Va., Navy radio range station excluding the portions which overlap Chincoteague Inlet restricted area (R-45) and Ship Shoal Island restricted area (R-47).

§ 600.625 *Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska)*. From the intersection of the southwest course of the Hinchinbrook, Alaska, radio range and a direct line between the Whittier, Alaska, Fan Marker and the Middleton Island, Alaska, nondirectional radio beacon via the Hinchinbrook, Alaska, radio range station; the intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station; the intersection of the north course of the Gulkana, Alaska, radio range and the south course of the Big Delta, Alaska, radio range to the Big Delta, Alaska, radio range station.

§ 600.626 *Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska)*. From the Anchorage, Alaska, radio range station via the Talkeetna, Alaska, nondirectional radio beacon; Summit, Alaska, radio range; intersection of the north course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range; Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska)*. From the Kodiak, Alaska, radio range station via the intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon radio range; King Salmon, Alaska, radio range station; Bethel, Alaska, radio range station; Nome, Alaska, radio range station to the Kotzebue, Alaska, airport.

§ 600.628 *Blue civil airway No. 28 (Charleston, S. C., to Bulls Gap, Tenn.)*. From the Charleston, S. C., radio range station via the intersection of the northwest course of the Charleston, S. C., radio range and the southeast course of the Columbia, S. C., radio range; Columbia, S. C., radio range station; the intersection of the west course of the Columbia, S. C., radio range and the southeast course of the Spartanburg, S. C., radio range; Spartanburg, S. C., radio range station to the intersection of the northwest course of the Spartanburg, S. C., radio range and the northeast course of the Knoxville, Tenn., radio range.

§ 600.629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.)*. From the intersection of the northeast course of the Raleigh, N. C., radio range and the southeast course of the Lynchburg, Va., radio range to the Lynchburg, Va., radio range station.

§ 600.630 *Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.)*. From the intersection of the southeast course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range via the Corpus Christi, Tex., radio range station, excluding the portion which lies more than 3 miles southeast of the southwest course of the Corpus Christi radio range, to the Kelly, Tex., radio range station. From the Big Spring, Tex., radio range station to the intersection of the northwest course of the Big Spring, Tex., radio range and the south course of the Lubbock, Tex., radio range. From the Lubbock, Tex., radio range station via the intersection of the north course of the Lubbock, Tex., radio range and the south course of the Amarillo, Tex., radio range; Amarillo, Tex., radio range station; Dalhart, Tex., nondirectional radio beacon to the Pueblo, Colo., radio range station.

§ 600.631 *Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.)*. From the intersection of the west course of the Peoria, Ill., radio range and the south course of the Moline, Ill., radio range to the Moline, Ill., radio range station. From the intersection of the south course of the Madison, Wis., radio range and the northwest course of the Rockford, Ill., radio range to the Madison, Wis., radio range station.

§ 600.632 *Blue civil airway No. 32 (Anchorage, Alaska, to Talkeetna, Alas-*

ka). From the Anchorage, Alaska, radio range station via the Skwentna, Alaska, radio range station to the Talkeetna, Alaska, nondirectional radio beacon.

§ 600.633 *Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).* From the Lansing, Mich., radio range station to the Saginaw, Mich., nondirectional radio beacon.

§ 600.634 *Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).* From the Terre Haute, Ind., radio range station via the intersection of the north course of the Terre Haute, Ind., radio range and the southeast course of the Rantoul (Chanute), Ill., AFB radio range; Rantoul (Chanute), Ill., AFB radio range station to the intersection of the northwest course of the Rantoul (Chanute), Ill., AFB radio range and the southwest course of the Joliet, Ill., radio range.

§ 600.635 *Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).* From the Camarillo, Calif., radio range station to the intersection of the northeast course of the Camarillo, Calif., radio range and the southeast course of the Bakersfield, Calif., radio range.

§ 600.636 *Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).* From the Akron, Colo., radio range station to the intersection of the north course of the Akron, Colo., radio range and the east course of the Cheyenne, Nebr., radio range.

§ 600.637 *Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).* From the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range via the Casper, Wyo., radio range station to the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range.

§ 600.638 *Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).* That airspace over United States territory from the Five Finger, Alaska, USCG nondirectional radio beacon via the Gustavus, Alaska, radio range; Haines, Alaska, nondirectional radio beacon to the Whitehorse, Yukon Territory, radio range station.

§ 600.639 *Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).* From the Savannah, Ga., radio range station via the intersection of the northwest course of the Savannah, Ga., radio range and the south course of the Augusta, Ga., radio range; Augusta, Ga., radio range station; the intersection of the north course of the Augusta, Ga., radio range and the south course of the Greenville, S. C., radio range to the Greenville, S. C., radio range station. From the Tri-City, Tenn., radio range station via the Paynesville, W. Va., non-directional radio beacon; the intersection of a line bearing 14° True from the Paynesville, W. Va., nondirectional radio beacon and the south course of the Charleston, W. Va., radio range to the Charleston, W. Va., radio range station. From the intersection of the west course of the Elkins, W. Va., radio range and the southwest course of the Morgantown, W. Va., radio range via the Morgantown, W. Va., radio range station to the New Alexandria, Pa., nondirectional radio beacon. From the intersection of the southwest course of the Elmira, N. Y., radio range and the east course of the Phillipsburg, Pa., radio range to the Elmira, N. Y., radio range station.

§ 600.640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).* From the Concord, N. H., radio range station via a point at 43°38′ north latitude and 72°20′ west longitude and a point at 44°12′ north latitude and 72°34′ west longitude to the Burlington, Vt., radio range station.

§ 600.641 *Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).* From the Hartford, Conn., radio range station via the intersection of the northwest course of the Hartford, Conn., radio range and the south course of the Westfield, Mass., radio range; Westfield, Mass., radio range station; the intersection of the north course of the Westfield, Mass., radio range and the southwest course of the Concord, N. H., radio range; Concord, N. H., radio range to the Portland, Maine, radio range station. From the Rockland, Maine, nondirectional radio beacon via the Bangor, Maine, radio range station to the intersection of the northeast course of the Bangor, Maine, radio range and the United States-Canadian Border.

§ 600.642 *Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).* From the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station; the intersection of the north course of the Battle Creek, Mich., radio range and the southeast course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station to the Saginaw, Mich., non-directional radio beacon.

§ 600.643 *Blue civil airway No. 43 (Nenana, Alaska, to Nenabank, Alaska).* From the Nenana, Alaska, radio range station to the intersection of the northwest course of the Nenana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

§ 600.644 *Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border).* From the Indianapolis, Ind., radio range station via the intersection of the south course of the Goshen, Ind., radio range and the southwest course of the Fort Wayne, Ind., radio range; Fort Wayne, Ind., radio range station to the intersection of the northeast course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range. From the intersection of the north course of the Toledo, Ohio, radio range and the southwest course of the Windsor, Ont., Canada, radio range to the intersection of the southwest course of the Windsor, Ont., Canada, radio range and the United States-Canadian Border.

§ 600.645 *Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).* From the intersection of the north course of the Westfield, Mass., radio range and the southwest course of the Concord, N. H., radio range via the Keene, N. H., nondirectional radio beacon to the Lebanon, N. H., nondirectional radio beacon. From the Montpelier, Vt., radio range station via the intersection of the northeast course of the Montpelier, Vt., radio range and a line bearing 180° True from the Newport, Vt., nondirectional radio beacon to the Newport, Vt., nondirectional radio beacon excluding the portion which lies outside of the continental limits of the United States.

§ 600.646 *Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.).* From the Memphis, Tenn., radio range station via the intersection of the north course of the Memphis, Tenn., radio range and a line bearing 230° True from the Dyersburg, Tenn., nondirectional radio beacon; Dyersburg, Tenn., nondirectional radio beacon to the Paducah, Ky., nondirectional radio beacon.

§ 600.647 *Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.).* From the intersection of the northeast course of the Raleigh, N. C., radio range and the south course of the Blackstone, Va., radio range via the Blackstone, Va., radio range station to the Gordonsville, Va., radio range station. From the intersection of the southeast course of the Front Royal, Va., radio range and the southwest course of the Arcola, Va., radio range via the Front Royal, Va., radio range station; the intersection of the north course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range; Altoona, Pa., radio range station; Philipsburg, Pa., radio range station; Bradford, Pa., nondirectional radio beacon to the Dunkirk, N. Y., nondirectional radio beacon.

§ 600.648 *Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla.).* From the Marathon, Fla., nondirectional radio beacon via the intersection of the northeast course of the Key West, Fla., radio range and the Southeast course of the Miami, Fla., radio range to the Miami, Fla., radio range station.

§ 600.649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).* From the intersection of the southeast course of the Philadelphia, Pa., radio range and a point at lat. 38°58′35″, long. 74°54′30″ via the intersection of the southeast course of the Philadelphia, Pa., radio range and the southeast course of the Millville, N. J., radio range; Millville, N. J., radio range station to the intersection of the northwest course of the Millville, N. J., radio range and the southwest course of the Philadelphia, Pa., radio range.

§ 600.651 *Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).* From the intersection of the east course of the Wendover, Utah, radio range and the south course of the Lucin, Utah, radio range via the Lucin, Utah, radio range station; the intersection of the north course of the Lucin, Utah, radio range and the southwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; the intersection of the northeast course of the Burley, Idaho, radio range and the southwest course of the Pocatello, Idaho, radio range; Pocatello, Idaho, radio range station to the Dubois, Idaho, radio range station.

§ 600.652 *Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).* From the intersection of the northwest course of the Santa Barbara, Calif., radio range and the southwest course of the Fresno, Calif., radio range to the Fresno, Calif., radio range station.

§ 600.653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).* From the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range to the Hartford, Conn., radio range station.

§ 600.654 *Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.).* From the Evergreen, Calif., nondirectional radio beacon to the San Francisco, Calif., radio range station. From the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Travis AFB, Calif., radio range to a point at lat. 38°02′45″, long. 122°31′40″.

§ 600.655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).* From the Crestview, Fla., radio range station via the intersection of the north course of the Crestview, Fla., radio range and the southwest course of the Maxwell AFB, Ala., radio range to the Maxwell AFB, Ala., radio range station.

§ 600.656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).* From the Weeksville, N. C. (Coast Guard), radio range station via the intersection of the northwest course of the Weeksville, N. C. (Coast Guard), radio range and the southwest course of the Norfolk, Va., VHF radio range to the Norfolk, Va., VHF radio range station. From the intersection of the northwest course of the Norfolk, Va., radio range and the south course of the Langley, Va. (AFB), radio range via the Langley, Va. (AFB), radio range station; the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range to the Andrews, Md., radio range station, excluding that portion more than 3 miles east of the south and north courses of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range, and excluding that portion more than 3 miles west of the southeast course of the Andrews, Md., radio range and the north course of the Langley, Va. (AFB), radio range between the Andrews, Md., radio range station and a point 18 miles south of the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range.

§ 600.657 *Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).* From the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range via the intersection of the northeast course of the Elko, Nev., radio range and the southwest course of the Burley, Idaho, radio range to the intersection of the southwest course of the Burley, Idaho, radio range and the north course of the Lucin, Utah, radio range.

§ 600.658 *Blue civil airway No. 58 (Nantucket, Mass., to Squantum, Mass.).* From the Nantucket, Mass., nondirectional radio beacon via the Hyannis, Mass., nondirectional radio beacon; the intersection of a line bearing 346° True from the Hyannis, Mass., nondirectional beacon and the southeast course of the Squantum, Mass., radio range to the Squantum, Mass., radio range station, excluding the portion in conflict with Cotuit restricted area (R–79).

§ 600.660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).* From the Moffett NAS, Sunnyvale, Calif., radio range station to the intersection of the northeast course of the Moffett NAS, Calif., radio range and the west course of the Stockton, Calif., radio range.

§ 600.663 *Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).* From the Concord, N. H., radio range station via the Laconia, N. H., nondirectional radio beacon; North Conway, N. H., nondirectional radio beacon to the Berlin, N. H., nondirectional radio beacon.

§ 600.664 *Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).* From the Wink, Tex., radio range station to the Hobbs, N. Mex., radio range station.

§ 600.665 *Blue civil airway No. 65 (Shuyak, Alaska to Homer, Alaska).* From the Shuyak, Alaska, nondirectional radio beacon via the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range to the Homer, Alaska, radio range station.

§ 600.666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.)* From the Bridgeport, Conn., radio range station to the intersection of the northwest course of the Bridgeport, Conn., radio range and the east course of the Poughkeepsie, N. Y., radio range.

§ 600.667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).* From the Yuma, Ariz., radio range station via the Blythe, Calif., radio range station; Needles, Calif., radio range station to the intersection of the north course of the Needles, Calif., radio range and the southeast course of the Las Vegas, Nev., radio range.

§ 600.668 *Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).* From Midland, Tex., radio range station to the intersection of the northwest course of the Midland, Tex., radio range and the east course of the Hobbs, N. Mex., radio range.

§ 600.669 *Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.).* From the St. Louis, Mo., radio range station to the Quincy, Ill., nondirectional radio beacon.

§ 600.670 *Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.).* From the intersection of the northwest course of the Waco, Tex., radio range and the south course of the Fort Worth, Tex., radio range via the intersection of the northwest course of the Waco, Tex., radio range and the west course of the Dallas, Tex., radio range; Mineral Wells, Tex., non-directional radio beacon; Ardmore, Okla., non-directional radio beacon to the Tulsa, Okla., radio range station.

§ 600.671 *Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).* From the Toledo, Wash., radio range station via the Shelton, Wash., nondirectional radio beacon to the Seattle, Wash., radio range station.

§ 600.672 *Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).* From the Enid, Okla., Vance AFB nondirectional radio beacon to the intersection of a line bearing 31° True from the Vance AFB nondirectional radio beacon and the south course of the Wichita, Kans., radio range.

§ 600.675 *Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).* That airspace over United States territory from the Cleveland, Ohio, radio range station to the London, Ontario, Canada, radio range station.

§ 600.676 *Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).* From the Sinclair, Wyo., radio range station to the Casper, Wyo., radio range station.

§ 600.678 *Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).* From a point located at Lat. 41°34′30″, Long. 112°46′00″ to the Malad City, Idaho, radio range station.

§ 600.679 *Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).* That airspace over United States territory from the intersection of the south course of the Annette Island, Alaska, radio range and the United States-Canadian Border via the Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; Haines, Alaska, nondirectional radio beacon to the Pon Lake, Y. T., Canada, nondirectional radio beacon.

§ 600.680 *Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).* From the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range to the Moses Point, Alaska, radio range station.

§ 600.681 *Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).* From the Charleston, W. Va., radio range station via the Zanesville, Ohio, nondirectional radio beacon; Akron, Ohio, radio range station to the intersection of the north course of the Akron, Ohio, radio range and the east course of the Cleveland, Ohio, range.

§ 600.684 *Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).* From the Augusta, Maine, radio range station via the Rockland, Maine, nondirectional radio beacon; Bar Harbor, Maine, nondirectional radio beacon; Bangor, Maine, radio range station to the Millinocket, Maine, radio range station.

§ 600.685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).* From the Hutchinson, Kans., radio range station to the intersection of the south course of the Hutchinson, Kans., radio range and the southwest course of the Wichita, Kans., radio range.

§ 600.686 *Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).* From the intersection of the east course of the Goshen, Ind., radio range and the northwest course of the Fort Wayne, Ind., radio range to the Fort Wayne, Ind., radio range station.

§ 600.687 *Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).* From the Lexington, Ky., nondirectional radio beacon via the Cincinnati, Ohio, radio range station; the intersection of the northeast course of the Cincinnati, Ohio, radio range and the south course of the Wright-Patterson AFB, Dayton, Ohio, radio range; Wright-Patterson AFB, Dayton, Ohio, radio range station to the intersection of the north course of the Wright-Patterson AFB radio range and the west course of the Columbus, Ohio, radio range.

OTHER CIVIL AIRWAYS

§ 600.1004 *Winslow, Ariz., to Las Vegas, Nev., civil airway.* From the Winslow Municipal Airport, Winslow, Ariz., via the South Rim Airport, Grand Canyon, Ariz., and the Boulder City Airport, Boulder City, Nev., to the McCarran Field, Las Vegas, Nev.

SUBPART C—VOR CIVIL AIRWAYS

DOMESTIC VOR CIVIL AIRWAYS

§ 600.6001 *VOR civil airway No. 1 (Charleston, S. C., to New York, N. Y.).* From the Charleston, S. C., omnirange station via the Myrtle Beach, S. C., omnirange station; Wilmington, N. C., omnirange station; point of intersection of the Wilmington omnirange 005° True and the New Bern, N. C., 297° True radials; Cofield, N. C., omnirange station; intersection of the Cofield omnirange 058° True radial and the Norfolk ILS localizer southwest course, Norfolk, Va., ILS localizer; to the point of intersection of the Norfolk ILS localizer northeast course and the Norfolk, Va., VAR north course. From the point of intersection of the Norfolk, Va., VAR north course and the Norfolk, Va., Navy radio range east course via the intersection of the Norfolk VAR north course and the Salisbury omnirange 206° True radial; Salisbury, Md., omnirange station; intersection of the Salisbury omnirange 038° True and the Coyle omnirange 203° True radials; Coyle, N. J., omnirange station; Idlewild, N. Y., omnirange station; intersection of the Idlewild omnirange 359° True and the Wilton omnirange 214° True radials; to the Wilton, Conn., omnirange station. Those portions of this airway between the Coyle, N. J., omnirange station and the point of intersection of the Colts Neck, N. J., omnirange 073° True and the Coyle, N. J., omnirange 031° True radials lying more than 3 miles either side of the center line, and those portions in conflict with the Patuxent restricted area (R-43) and the Warren Grove restricted area (R-26), are excluded.

§ 600.6002 *VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* From the Seattle, Wash., omnirange station via the Ellensburg, Wash., omnirange station, including a south alternate via the intersection of the Seattle omnirange 124° True and the Ellensburg omnirange 274° True radials; Ephrata, Wash., omnirange station; Spokane, Wash., omnirange station; Mullan Pass, Mont., omnirange station; Missoula, Mont., omnirange station; Drummond, Mont., omnirange station; Helena Mont., omnirange station; intersection of the Helena omnirange 119° True and the Bozeman omnirange 338° True radials; Bozeman, Mont., omnirange station; intersection of the Bozeman omnirange 157° True and the Livingston omnirange 262° True radials; Livingston, Mont., omnirange station; Billings, Mont., omnirange station; Miles City, Mont., omnirange station; Dickinson, N. Dak., omnirange station; Bismarck, N. Dak., omnirange station, including a north alternate; Jamestown, N. Dak., omnirange station, including a north alternate; Fargo, N. Dak., omnirange station, including a north alternate; Alexandria, Minn., omnirange station, including a north alternate; Minneapolis, Minn., omnirange station; La Crosse, Wis., omnirange station, including a north alternate; Lone Rock, Wis., including a north alternate; intersection of the Lone Rock omnirange 103° True and the Milwaukee omnirange 273° True radials; Milwaukee, Wis., omnirange station, including a north alternate from the Lone Rock omnirange station to the Milwaukee omnirange station via the intersection of the Lone Rock omnirange 088° True and the Milwaukee omnirange 288° True radials; Muskegon, Mich., omnirange station, including a south alternate via the intersection of the Milwaukee omnirange 111° True and the Muskegon omnirange 255° True radials; Lansing, Mich., omnirange station, including a south alternate via the Grand Rapids, Mich., ILS outer marker; to the Salem, Mich., omnirange station. From the Buffalo, N. Y., omnirange station via the Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station, including a south alternate via the intersection of the Syracuse omnirange 117° True and the Albany omnirange 269° True radials; Gardner, Mass., omnirange station; to the Boston, Mass., omnirange station.

§ 600.6003 *VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine).* That airspace over the United States territory from the Key West, Fla., omnirange station via the Miami, Fla., omnirange station, excluding the portion which overlaps Airspace Warning Area (W-173); intersection of the Miami omnirange 060° True and the West Palm Beach omnirange 176° True radials; West Palm Beach, Fla., omnirange station; Vero Beach, Fla., omnirange station, including an east alternate from the West Palm Beach omnirange station to the Vero Beach omnirange station; Daytona Beach, Fla., omnirange station; Jacksonville, Fla., omnirange station, including an east alternate; Brunswick, Ga., omnirange station, including a west alternate via the intersection of the Jacksonville omnirange 304° True and the Brunswick omnirange 216° True radials; Savannah, Ga., omnirange station, including an east alternate; Charleston, S. C., omnirange station, including a west alternate; Florence, S. C., omnirange station, including an east alternate; Lumberton, N. C., omnirange station; Raleigh, N. C., omnirange station, including a west alternate from the Florence omnirange station to the Raleigh omnirange station via the intersection of the Florence omnirange 008° True and the Raleigh omnirange 232° True radials; Lawrenceville, Va., omnirange station; intersection of the Lawrenceville omnirange 035° True and the Flat Rock omnirange 171° True radials, excluding the portion which overlaps the Camp Pickett restricted area (R-44); Flat Rock, Va., omnirange station to the point of intersection of the Flat Rock omnirange 023° True and the Gordonsville, Va., omnirange 056° True radials. From the point of intersection of the Washington, D. C., terminal omnirange 016° True and the Herndon, Va., omnirange 104° True radials, excluding the portion which overlaps the Washington prohibited area (P-56), via the point of intersection of the Herndon omnirange 045° True and the Baltimore, Md., omnirange 346° True radials; point of intersection of the Herndon omnirange 045° True and the West Chester omnirange 253° True radials; West Chester, Pa., omnirange station; intersection of the West Chester omnirange 051° True and the Caldwell omnirange 217° True radials; Caldwell, N. J., omnirange station; Wilton, Conn., omnirange station; Hartford, Conn., omnirange station; intersection of the Hartford omnirange 044° True and the Boston omnirange 257° True radials; Boston, Mass., omnirange station; Kennebunk, Maine, omnirange station; Augusta, Maine, omnirange station; Bangor, Maine, omnirange station; Houlton, Maine, omnirange station; to the Presque Isle, Maine, omnirange station.

§ 600.6004 *VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.).* From Seattle, Wash., omnirange station via the Yakima, Wash., omnirange station, including a south alternate from the Seattle omnirange station to the Yakima omnirange station via the point of intersection of the Seattle omnirange 163° True and the Olympia, Wash., omnirange 084° True radials; thence via the point of intersection of the Olympia omnirange 084° True and the Seattle omnirange 124° True radials; Pendleton, Oreg., omnirange station; Baker, Oreg., omnirange station; Boise, Idaho, omnirange station; intersection of the Boise omnirange 129° True and the Burley omnirange 292°

True radials; Burley, Idaho, omnirange station, including a south alternate from the Boise omnirange station to the Burley omnirange station via the Twin Falls, Idaho, omnirange station; Malad City, Idaho, omnirange station; Rock Springs, Wyo., omnirange station; Cherokee, Wyo., omnirange station, including a north alternate; Laramie, Wyo., omnirange station; Denver, Colo., omnirange station, including a north alternate via the intersection of the Laramie omnirange 131° True and the Denver omnirange 016° True radials; Thurman, Colo., omnirange station; Goodland, Kans., including a north alternate via the intersection of the Thurman omnirange 085° True and the Goodland omnirange 304° True radials; Hill City, Kans., omnirange station, including a north alternate; Russell, Kans., omnirange station; Salina, Kans., omnirange station; Topeka, Kans., omnirange station, including a south alternate; Kansas City, Mo., omnirange station, including a north alternate; Columbia, Mo., omnirange station, including a north alternate from the Kansas City omnirange station to the Columbia omnirange station via the intersection of the Kansas City omnirange 077° True and the Columbia omnirange 292° True radials and also a south alternate from the Topeka omnirange station to the Columbia omnirange station via the Blue Springs, Mo., omnirange station thence via the intersection of the Blue Springs omnirange 094° True and the Columbia omnirange 261° True radials; St. Louis, Mo., omnirange station, including a north and a south alternate; Troy, Ill., omnirange station; Centralia, Ill., omnirange station, including a south alternate from the St. Louis omnirange station to the Centralia omnirange station via the intersection of the St. Louis omnirange 128° True and the Centralia omnirange 279° True radials; Evansville, Ind., omnirange station, including a south alternate; the intersection of the Evansville omnirange 80° True and the Louisville omnirange 269° True radials; Louisville, Ky., omnirange station, including a north alternate from the Evansville omnirange station to the Louisville omnirange station; Lexington, Ky., omnirange station, including a south alternate and also a north alternate via the intersection of the Louisville omnirange 083° True and the Lexington omnirange 294° True radials; Charleston, W. Va., omnirange station; Elkins, W. Va., omnirange station, including a south alternate via the intersection of the Charleston omnirange 081° True and the Elkins omnirange 227° True radials; Front Royal, Va., omnirange station; to the Herndon, Va., omnirange station. The portions of this airway which overlap the Yakima restricted area (R-247) and the Lake City restricted area (R-307) are excluded.

§ 600.6005 *VOR civil airway No. 5 (Miami, Fla., to London, Ont.)*. That airspace over United States territory from the Miami, Fla., omnirange station via the intersection of the Miami omnirange 338° True and the Orlando omnirange 164° True radials; Orlando, Fla., omnirange station; Jacksonville, Fla., omnirange station, including an east alternate from the Orlando omnirange station to the Jacksonville omnirange station via the Daytona Beach, Fla., omnirange station and the point of intersection of the Daytona Beach omnirange 311° True and the Jacksonville omnirange direct radial to the Orlando omnirange station; intersection of the Jacksonville omnirange 319° True and the Alma omnirange 148° True radials; Alma, Ga., omnirange station, including an east alternate and a west alternate from the Jacksonville omnirange station to the Alma omnirange station; Macon, Ga., omnirange stattion; intersection of the Macon omnirange 330° True and the Chattanooga omnirange 152° True radials; Chattanooga, Tenn., omnirange station, including a west alternate from the Alma, Ga., omnirange station to the Chattanooga, Tenn., omnirange station via the intersection of the Alma omnirange 305° True and the Atlanta omnirange 151° True radials, the Atlanta, Ga., omnirange station and the intersection of the Atlanta omnirange 352° True and the Chattanooga omnirange 152° True radials; Nashville, Tenn., omnirange station; Bowling Green, Ky., omnirange station; intersection of the Bowling Green omnirange 048° True and the Louisville omnirange 189° True radials; Louisville Ky., omnirange station, including an east alternate from the Bowling Green omnirange station to the Louisville, omnirange station via the intersection of the Bowling Green omnirange 063° True and the Louisville omnirange 168° True radials; Cincinnati, Ohio, omnirange station, including an east alternate; intersection of the Cincinnati omnirange 045° True and the Appleton omnirange 244° True radials; Appleton, Ohio, omnirange station; Mansfield, Ohio, omnirange station, including an east alternate from the Appleton omnirange station to the Mansfield omnirange station via the intersection of the Appleton omnirange 050° True and the Mansfield omnirange 173° True radials; Cleveland, Ohio, omnirange station; to the London, Ontario, omnirange station. Those portions of this airway which overlap the Jacksonville restricted area (R-161), the Lake George restricted area (R-176) and the Sterling restricted areas (R-169 and R-170) are excluded.

§ 600.6006 *VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.)*. From the intersection of the Oakland omnirange 217° True and the Salinas omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station, including a south alternate via the intersection of the Oakland omnirange 078° True and the Sacramento omnirange 192° True radials; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station, including a north alternate between the Sacramento, Calif., omnirange station and the Reno, Nev., omnirange station via the intersection of the Sacramento omnirange 040° True and the Reno omnirange 268° True radials; Lovelock, Nev., omnirange station; Battle Mountain, Nev., omnirange station; Wells, Nev., omnirange station, including a south alternate from the Battle Mountain omnirange station to the Wells omnirange station via the Elko, Nev., omnirange station; Lucin, Utah, omnirange station; Ogden Utah, omnirange station; Fort Bridger, Wyo., omnirange station, including a north alternate via the intersection of the Ogden omnirange 052° True and the Fort Bridger omnirange 278° True radials; Rock Springs, Wyo., omnirange station, including a north alternate via the intersection of the Fort Bridger omnirange 064° True and the Rock Springs omnirange 284° True radials; Cherokee, Wyo., omnirange station, including a north alternate; Rock River, Wyo., omnirange station, including a north alternate; Rock River, Wyo. omnirange station, including a north alternate; intersection of the Rock River omnirange 108° True and the Sidney omnirange 292° True radials; Sidney, Nebr. omnirange station; North Platte, Nebr., omnirange station, including a north alternate; Grand Island, Nebr., omnirange station, including a north alternate; Omaha, Nebr., omnirange station, including a north and a south alternate; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station including a north alternate and also a south alternate via the intersection of the Des Moines omnirange 112° True and the Iowa City omnirange 252° True radials; Moline, Ill., omnirange station including a south alternate; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station; intersection of the South Bend omnirange 092° True and the Waterville omnirange 288° True radials; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station, including a north alternate; Philipsburg, Pa., omnirange station; Selinsgrove, Pa. omnirange station; point of intersection of the Selinsgrove omnirange 077° True and the Williamsport, Pa. omnirange 146° True radials; Allentown, Pa. omnirange station, to the point of intersection of the Allentown omnirange 103° True and the Newark, N. J. ILS localizer southwest course.

§ 600.6007 *VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.)*. From the Miami, Fla., omnirange station via the Fort Myers, Fla., omnirange station; Lakeland, Fla., omnirange station, including an east alternate via the intersection of the Fort Myers omnirange 035° True and the Lakeland omnirange 161° True radials; Cross City, Fla., omnirange station, including a west alternate from the Fort Myers omnirange station to the Cross City omnirange station via the Tampa, Fla., omnirange station and the intersection of the Tampa omnirange 012° True and the Cross City omnirange 150° True radials; Tallahassee, Fla., omnirange station; Marianna, Fla., omnirange station, including a west alternate from the Cross City omnirange station to the Marianna omnirange station via the intersection of the Cross City omnirange 287° True and the Marianna omnirange 141° True radials; Dothan, Ala., terminal omnirange station; intersection of the Dothan terminal omnirange 336° True and the Montgomery omnirange 123° True radials; Montgomery, Ala.; omnirange station; Birmingham, Ala., omnirange station, including a west alternate via the intersection of the Montgomery omnirange 326° True and the Birmingham omnirange 180° True radials; Muscle Shoals, Ala., omnirange station; Graham, Tenn., omnirange station; Nashville, Tenn., omnirange station; intersection of the Nashville omnirange 343° True and the Evansville omnirange 145° True radials; Evansville, Ind., omnirange station; Terre Haute, Ind., omnirange station, including a west alternate; Lafayette, Ind., omnirange station, including a west alternate via the intersection of the Terre Haute omnirange 348° True and the Lafayette omnirange 213° True radials; Chicago Heights, Ill., omnirange station, including an east alternate via the intersection of the Lafayette omnirange 353° True and the Chicago Heights omnirange 143° True radials; Milwaukee, Wis., omnirange station; to the Green Bay, Wis., omnirange station. The portions of this airway above 19,000 feet above mean sea level, which lie within the Tyndall AFB restricted area (R–336) and the Tyndall AFB warning area (W–337), are excluded daily between sunset and sunrise.

§ 600.6008 *VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.).* From the point of intersection of the Long Beach omnirange 266° True and the Los Angeles, Calif., omnirange 207° True radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Daggett, Calif., omnirange station, including a north alternate from the Long Beach omnirange station to the Daggett omnirange station via the point of intersection of the Long Beach omnirange 024° True and the Los Angeles omnirange 057° True radials and the point of intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station; Bryce Canyon, Utah, omnirange station, including a south alternate; Hanksville, Utah, omnirange station, including a south alternate; Grand Junction, Colo., omnirange station, including a south alternate; Kremmling, Colo., omnirange station; Denver, Colo., omnirange station; Denver, Colo., omnirange station, including a north alternate; Akron, Colo., omnirange station, including a south alternate via the intersection of the Denver omnirange 101° True and the Akron omnirange 242° True radials; Imperial, Nebr., omnirange station, including a north alternate from the Denver omnirange station to the Imperial omnirange station via the intersection of the Denver omnirange 061° True and the Imperial omnirange 271° True radials and also a south alternate via the inter section of the Akron omnirange 090° True and the Imperial omnirange 236° True radials; Grand Island, Nebr., omnirange station, including a south alternate; Omaha, Nebr., omnirange station, including a north and a south alternate; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a south alternate via the intersection of the Des Moines omnirange 112° True and the Iowa City omnirange 252° True radials; Moline, Ill., omnirange, station, including a south alternate; Naperville, Ill., omnirange station; intersection of the Naperville omnirange 090° True and the Chicago Heights omnirange 342° True radials; Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Findlay, Ohio, omnirange station; Mansfield, Ohio, omnirange station; the intersection of the Mansfield omnirange 100° True and the Pittsburgh omnirange 291° True radials; Pittsburgh, Pa., omnirange station; Martinsburgh, W. Va., omnirange station; to the Washington, D. C., terminal omnirange station.

§ 600.6009 *VOR civil airway No. 9 (New Orleans, La., to Milwaukee, Wis.).* From the New Orleans, La., omnirange via the McComb, Miss., omnirange station, including a west alternate; Jackson, Miss., omnirange station including a west alternate; Greenwood, Miss., omnirange station, including a west alternate; Memphis, Tenn., omnirange station, including an east alternate; intersection of the Memphis omnirange 345° True and the Malden omnirange 195° True radials; Malden, Mo., omnirange station, including an east alternate from the Memphis omnirange station to the Malden omnirange station via the direct radials; Farmington, Mo., omnirange station, including a west alternate; St. Louis, Mo., omnirange station, including a west alternate; Springfield, Ill., omnirange station, including a west alternate; Pontiac, Ill., omnirange station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; to the Milwaukee, Wis., omnirange station, including a west alternate via the point of intersection of the Janesville, Wis., omnirange 107° True and the Milwaukee omnirange 189° True radials.

§ 600.6010 *VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.).* That airspace over United States territory from the Pueblo, Colo., omnirange station via the Lamar, Colo., omnirange station, including a north alternate; Garden City, Kans., omnirange station, including a north alternate; Dodge City, Kans., omnirange station; Hutchinson, Kans., omnirange station, including a south alternate and also a north alternate via the intersection of the Dodge City omnirange 060° True and the Hutchinson omnirange 296° True radials; Emporia, Kans., omnirange station, including a north alternate; Kansas City, Mo., omnirange station; Kirksville, Mo., omnirange station; Burlington, Iowa, omnirange station, including a south alternate; Bradford, Ill., omnirange station, including a north alternate; intersection of the Bradford omnirange 048° True and the Naperville omnirange 254° True radials; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station, including a north alternate from the Naperville omnirange station to the South Bend omnirange station via the intersection of the Naperville omnirange 075° True and the South Bend omnirange 290° True radials; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; point of intersection of the Jefferson, Ohio, omnirange 279° True and the Youngstown omnirange 320° True radials; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 217° True and the Stroudsburg, Pa., omnirange 270° True radials; Stroudsburg, Pa., omnirange station; to the point of intersection of the Stroudsburg omnirange 114° True radial and the La Guardia (New York, N. Y.) Airport ILS localizer southwest course.

§ 600.6011 *VOR civil airway No. 11 (Memphis, Tenn., to Detroit, Mich.).* From the Memphis, Tenn., omnirange station via the intersection of the Memphis omnirange 345° True and the Dyersburg omnirange 230° True radials; Dyersburg, Tenn., omnirange station, including an east alternate from the Memphis omnirange station to the Dyersburg omnirange station via the intersection of the Memphis omnirange 360° True and the Dyersburg omnirange 215° True radials; Paducah, Ky., omnirange station; intersection of the Paducah omnirange 039° True and the Evansville omnirange 227° True radials; Evansville, Ind., omnirange station; Scotland, Ind., omnirange station, including an east alternate via the intersection of the Evansville omnirange 049° True and the Scotland omnirange 188° True radials; Indianapolis, Ind., omnirange station, including an east alternate via the intersection of the Scotland omnirange 041° True and the Indianapolis omnirange 185° True radials, and a west alternate via the intersection of the Scotland omnirange 011° True and the Indianapolis omnirange 230° True radials; intersection of the Indianapolis omnirange 021° True and the Fort Wayne omnirange 226° True radials; Fort Wayne, Ind., omnirange station; intersection of the Fort Wayne omnirange 037° True and the Salem omnirange 227° True radials; to the Salem, Mich., omnirange station.

§ 600.6012 *VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.).* From the Santa Barbara, Calif., omnirange station via the intersection of the Santa Barbara omnirange 091° True and the Fillmore omnirange 284° True radials; Fillmore, Calif., omnirange station; Palmdale, Calif., omnirange station; intersection of the Palmdale omnirange 082° True and the Daggett omnirange 257° True radials; Daggett, Calif., omnirange station; Needles, Calif., omnirange station, including a north alternate via the intersection of the Daggett omnirange 078° True and the Needles omnirange 289° True radials; Prescott, Ariz., omnirange station; Winslow, Ariz., omnirange station; Zuni, N. Mex., omnirange station, including a north alternate via the intersection of the Winslow omnirange 076° True and the Zuni omnirange 287° True radials; Grants, N. Mex., omnirange station; Albuquerque, N. Mex., omnirange station, including a south alternate from the Zuni, N. Mex., omnirange station to the Albuquerque, N. Mex., omnirange station via the intersection of the Zuni omnirange 105° True and the Albuquerque omnirange 254° True radials; Otto, N. Mex., omnirange station, including a south alternate; Anton Chico, N. Mex., omnirange station; Tucumcari, N. Mex., omnirange station, including a north alternate via the intersection of the Anton Chico omnirange 067° True and the Tucumcari omnirange 289° True radials; Amarillo, Tex., omnirange station, including a north alternate; Gage, Oklahoma, omnirange station including a north alternate; Anthony, Kans., omnirange station; Wichita, Kans., omnirange station, including a north alternate from the Gage omnirange station to the Wichita omnirange station via the intersection of the Gage omnirange 044° True and the Wichita omnirange 245° True radials and also a south alternate from the Anthony omnirange station to the Wichita omnirange station via the intersection of the Anthony omnirange 060° True and the Wichita omnirange 190° True radials; Emporia, Kans., omnirange station, including a north alternate via the intersection of the Wichita omnirange 046° True and the Emporia omnirange 259° True radials; Kansas City, Mo., omnirange station; Columbia, Mo., omnirange station, including a north alternate via the intersection of the Kansas City omnirange 077° True and the Columbia omnirange 292° True radials; St. Louis, Mo., omnirange station, including a north and a south alternate; Vandalia, Ill., omnirange station; Terre Haute, Ind., omnirange station; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° True and the Indianapolis omnirange 230° True radials; Dayton, Ohio, omnirange station, including a north alternate; Appleton, Ohio, omnirange station, including a north alternate via the intersection of the Dayton omnirange 060° True and the Appleton omnirange 279° True radials; Wheeling, W. Va., omnirange station, including a north alternate via the point of intersection of the Mansfield, Ohio, omnirange 121° True and the Wheeling omnirange 281° True radials; Pittsburgh, Pa., omnirange station, including a north alternate via the intersection of the Pittsburgh omnirange 067° True and the Johnstown omnirange 290° True radials; Johnstown, Pa., omnirange station; Harrisburg, Pa., omnirange station, including a south alternate; West Chester, Pa., omnirange station; to the point of intersection of the West Chester omnirange direct radial to the Coyle, N. J., omnirange station and the Woodstown, N. J., omnirange 045° True radial.

§ 600.6013 *VOR civil airway No. 13 (Houston, Tex., to Duluth, Minn.).* From the Houston, Tex., omnirange station via the Lufkin, Tex., omnirange station, including an east alternate via the intersection of the Houston omnirange 044° True and the Lufkin omnirange 178° True radials and also a west alternate via the intersection of the Houston omnirange 353° True and the Lufkin omnirange 218° True radials; Shreveport, La., omnirange station, including an east alternate; to the Texarkana, Ark., omnirange station, including a west alternate via the intersection of the Shreveport omnirange 275° True and the Texarkana omnirange 188° True radials. From the Fort Smith, Ark., omnirange station via the Fayetteville, Ark., omnirange station; Neosho, Mo., omnirange station; Butler, Mo., omnirange station, including a west alternate; Kansas City, Mo., omnirange station; Lamoni, Iowa, omnirange station including an east alternate via the intersection of the Kansas City omnirange 035° True and the Lamoni omnirange 175° True radials; Des Moines, Iowa, omnirange station, including an east and a west alternate; Mason City, Iowa, omnirange station, including an east and a west alternate; Minneapolis, Minn., omnirange station, including a west alternate; Grantsburg, Wis., omnirange station to the Duluth, Minn., omnirange station.

§ 600.6014 *VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.).* That airspace over United States territory from the Roswell, N. Mex., omnirange station via the Lubbock, Tex., omnirange station, including a north alternate; via the intersection of the Roswell omnirange 063° True and the Lubbock omnirange 277° True radials; Childress, Tex., omnirange station; Hobart, Okla., omnirange station; Oklahoma City, Okla., omnirange station; Tulsa, Okla., omnirange station, including a north alternate via the intersection of the Oklahoma City omnirange 040° True and the Tulsa omnirange 257° True radials, and also a south alternate via the intersection of the Oklahoma City omnirange 107° True and the Tulsa omnirange 222° True radials; Neosho, Mo., omnirange station, including a north alternate via the intersection of the Tulsa omnirange 050° True and the Neosho omnirange 260° True radials and also a south alternate via the intersection of the Tulsa omnirange 091° True and the Neosho omnirange 227° True radials; Springfield, Mo., omnirange station, including a north alternate via the intersection of the Neosho omnirange 045° True and the Springfield omnirange 261° True radials and also a south alternate; Vichy, Mo., omnirange station, including a north alternate; St. Louis, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Vichy omnirange 069° True and the St. Louis omnirange 219° True radials; Vandalia, Ill., omnirange station; Terre Haute, Ind., omnirange station; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° True and the Indianapolis omnirange 230° True radials; intersection of the Indianapolis omnirange 054° True and the Findlay omnirange 250° True radials; Findlay, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Erie, Pa., omnirange station, including a north alternate; Buffalo, N. Y., omnirange station; Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station; Gardner, Mass., omnirange station; to the point of intersection of the Gardner omnirange 132° True and the Boston, Mass., omnirange 223° True radials.

§ 600.6015 *VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.).* From the Galveston, Tex., omnirange station via the Houston, Tex., omnirange station; College Station, Tex., omnirange station; Waco, Tex., omnirange station including an east alternate; Dallas, Tex., omnirange station, including an east alternate via the intersection of the Waco omnirange 036° True and the Dallas omnirange 178° True radials; intersection of the Dallas omnirange 345° True and the Ardmore omnirange 161° True radial; Ardmore, Okla., omnirange station, including a west alternate from the Dallas, Tex., omnirange station to the Ardmore, Okla., omnirange station via the intersection of the Dallas omnirange 324° True and the Ardmore omnirange 176° True radials; to the Tulsa, Okla., omnirange station, including an east alternate and also a west alternate via the point of intersection of the Oklahoma City, Okla., omnirange 107° True and the Tulsa omnirange 222° True radials. From the Kansas City, Mo., omnirange station via the St. Joseph, Mo., omnirange station, including an east alternate via the intersection of the Kansas City omnirange 020° True and the St. Joseph omnirange 132° True radials; Omaha, Nebr., omnirange station, including an east alternate; Sioux City, Iowa, omnirange station, including an east alternate and also a west alternate via the intersection of the Omaha omnirange 320° True and the Sioux City omnirange 175° True radials; intersection of the Sioux City omnirange 340° True and the Sioux Falls omnirange 169° True radials; Sioux Falls, S. Dak., omnirange station, including an east alternate; Huron, S. Dak., omnirange station, including a west alternate; Aberdeen, S. Dak., omnirange station, including a west alternate; Bismarck, N. Dak., omnirange station, including a west alternate; to the Minot, N. Dak., omnirange station.

§ 600.6016 *VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.).* That airspace over United States territory from the Los Angeles, Calif., omnirange station via the Ontario, Calif., omnirange station; intersection of the Ontario omnirange 091° True and the Blythe omnirange 288° True radials; Blythe, Calif., omnirange station; Hassayampa, Ariz., omnirange station, including a north alternate via the intersection of the Blythe omnirange 079° True and the Hassayampa omnirange 291° True radials; Phoenix, Ariz., omnirange station; intersection of the Phoenix omnirange 160° True and the Tucson omnirange 315° True radials; Tucson, Ariz., omnirange station; Cochise, Ariz., omnirange station including a south alternate via the intersection of the Tucson omnirange 121° True and the Cochise omnirange 257° True radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station including a north alternate; Salt Flat, Tex., omnirange station; Wink, Tex., omnirange station, including a north alternate; Midland, Tex., omnirange station, including a north alternate; Big Spring, Tex., omnirange station; Abilene, Tex., omnirange station, including a south alternate; Mineral Wells, Tex., omnirange station, including a north alternate and also a south alternate via the intersection of the Abilene omnirange 096° True and the Mineral Wells omnirange 247° True radials; Dallas, Tex., omnirange station, including a south alternate; Sulphur Springs, Tex., omnirange station, including a north alternate from the Mineral Wells omnirange station to the Sulphur Springs omnirange station via the intersection of the Mineral Wells omnirange 066° True and the Sulphur Springs omnirange 272° True radials; Texarkana, Ark., omnirange station, including a north alternate; Pine Bluff, Ark., omnirange Memphis, Tenn., omnirange station, including a south alternate; Jackson, Tenn., omnirange station, including a south alternate; Graham, Tenn., omnirange station, including a south alternate; Nashville, Tenn., omnirange station; Crossville, Tenn., omnirange station, including a south alternate from the Graham omnirange station to the Crossville omnirange station via the Graham omnirange 099° True and the Crossville omnirange 257° True radials; intersection of the Crossville omnirange 104° True and the Knoxville omnirange 249° True radials; Knoxville, Tenn., omnirange station; Tri-City, Tenn., omnirange station; Pulaski, Va., omnirange station, including a north alternate from the Knoxville omnirange station to the Pulaski omnirange station via the intersection of the Knoxville omnirange 054° True and the Pulaski omnirange 260° True radials; Montebello, Va., omnirange station; Gordonsville, Va., omnirange station; Andrews, Md., radio range station via the Gordonsville omnirange 056° True radial; a point at latitude 38°51′00″ north longitude 76°30′00″ west bearing 062° True from the Andrews, Md., radio range station; Dover, Del., omnirange station via the Dover omnirange 244° True radial; Coyle, N. J., omnirange station; point of intersection of the Colts Neck, N. J., omnirange 103° True and the Riverhead omnirange 222° True radials; Riverhead, N. Y., omnirange station; intersection of the Riverhead omnirange 042° True and the Norwich omnirange 224° True radials; Norwich, Conn., omnirange station; to the Boston, Mass., omnirange station.

§ 600.6017 *VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.)*. That airspace over United States territory from the Laredo, Tex., omnirange station via Cotulla, Tex., omnirange station; San Antonio, Tex., omnirange station; Austin, Tex., omnirange station, including a west alternate via the intersection of the San Antonio omnirange 002° True and the Austin omnirange 237° True radials; Waco, Tex., omnirange station, including an east alternate; intersection of the Waco omnirange 352° True and the Fort Worth omnirange 159° True radials; Fort Worth, Tex., omnirange station, including a west alternate from the Waco omnirange station to the Fort Worth omnirange station via the point of intersection of the Waco omnirange 315° True with the Mineral Wells omnirange 198° True radials, and the Mineral Wells, Tex. omnirange station; Oklahoma City, Okla., omnirange station; Gage, Okla., omnirange station; Garden City, Kans., omnirange station; to the Goodland omnirange station, including a west alternate.

§ 600.6018 *VOR civil airway No. 18 (Dallas, Tex., to Charleston, S. C.)*. From the Dallas, Tex., omnirange station via the Quitman, Tex., omnirange station; Shreveport, La., omnirange station; Monroe, La., omnirange station, including a north alternate; Jackson, Miss., omnirange station, including a south alternate; Meridian, Miss., omnirange station, including a south alternate; intersection of the Meridian omnirange 057° True radial and the Birmingham ILS localizer southwest course; intersection of the Birmingham ILS localizer southwest course and the Anniston omnirange 265° True radial; Anniston, Ala., omnirange station; intersection of the Anniston omnirange 84° True radial and the Atlanta Airport ILS localizer west course; Atlanta, Ga., Airport ILS localizer; intersection of the Atlanta Airport ILS localizer east course and the Augusta omnirange 278° True radial; Augusta, Ga., omnirange station, including a south alternate from the Anniston omnirange station to the Augusta omnirange station via the intersection of the Anniston omnirange 104° True and the Atlanta omnirange 262° True radials, the Atlanta, Ga., omnirange station and the intersection of the Atlanta omnirange 102° True and the Augusta omnirange 263° True radials; intersection of the Augusta omnirange 090° True and the Charleston omnirange 301° True radials; to the Charleston, S. C., omnirange station. The portions of this airway which conflict with the Fort McClellan Restricted Area (R–130) are excluded.

§ 600.6019 *VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.)*. That airspace over United States territory from the El Paso, Tex., omnirange station via the intersection of the El Paso omnirange 271° True and the Truth or Consequences omnirange 162° True radials; Truth or Consequences, N. Mex., omnirange station; the intersection of the Truth or Consequences, N. Mex., omnirange 21° True and the Albuquerque, N. Mex., omnirange 169° True radials; Albuquerque, N. Mex., omnirange station; intersection of the Albuquerque omnirange 025° True and the Santa Fe omnirange 253° True radials; Santa Fe, N. Mex., omnirange station; Las Vegas, N. Mex., omnirange station; Raton, N. Mex., omnirange station, including an east alternate; Pueblo, Colo., omnirange station; Kiowa, Colo., omnirange station; intersection of the Kiowa omnirange 360° True and the Cheyenne omnirange 162° True radials; Cheyenne, Wyo., omnirange station; Douglas, Wyo., omnirange station, including an east alternate; Caspar, Wyo., omnirange station, including an east alternate; Crazy Woman, Wyo., omnirange station, including an east alternate via the intersection of the Caspar, Wyo., 007° True and the Crazy Woman omnirange 146° True radials; Sheridan, Wyo., omnirange station, including an east alternate; Billings, Mont., omnirange station; intersection of the Billings omnirange 347° True and the Lewistown omnirange 104° True radials; Lewistown, Mont., omnirange station to the Great Falls, Mont., omnirange station.

§ 600.6020 *VOR civil airway No. 20 (Laredo, Tex., to Richmond, Va.)*. That airspace over United States territory from the Laredo, Tex., omnirange station via the Alice, Tex., omnirange station; Corpus Christi, Tex., omnirange station; Palacios, Tex., omnirange station; Houston, Tex., omnirange station, including a north alternate via the intersection of the Palacios omnirange 016° True and the Houston omnirange 255° True radials; Beaumont, Tex., omnirange station; including a north alternate via the intersection of the Houston omnirange 044° True and the Beaumont omnirange 273° True radials; Lake Charles, La., omnirange station, including a south alternate from the Houston omnirange station to the Lake Charles omnirange station via the intersection of the Houston omnirange 090° True and the Lake Charles omnirange direct radial to the Galveston, Tex., omnirange station; Lafayette, La., omnirange station; New Orleans, La., omnirange station, including a south alternate; intersection of the New Orleans omnirange 066° True and the Mobile omnirange 242° True radials; Mobile, Ala., omnirange station; Evergreen, Ala., omnirange station, including a north alternate via the intersection of the Mobile omnirange 015° True and the Evergreen omnirange 244° True radials; Montgomery, Ala., omnirange station; La Grange, Ga., omnirange station; Atlanta, Ga., omnirange station; intersection of the Atlanta omnirange 048° True and the Royston omnirange 236° True radials; Royston, Ga., omnirange station; Spartanburg, S. C., omnirange station, including a north alternate from the Atlanta omnirange station to the Spartanburg, S. C., omnirange station via the Norcross, Ga., omnirange station, and the intersection of the Norcross omnirange 054° True and the Spartanburg omnirange 249° True radials; Greensboro, N. C., omnirange station; South Boston, Va., omnirange station; to the Flat Rock, Va., omnirange station.

§ 600.6021 *VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border)*. From the point of intersection of the Long Beach omnirange 266° True and the Los Angeles, Calif., omnirange 207° True radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station, including an east alternate from the Las Vegas omnirange station to the Mormon Mesa omnirange station via the intersection of the Las Vegas omnirange 086° True and the Needles, Calif., omnirange direct radial to the Mormon Mesa omnirange station; Milford, Utah, omnirange station; Delta, Utah, omnirange station; Utah Lake, Utah, omnirange station; Salt Lake City, Utah, omnirange station; Ogden, Utah, omnirange station; Malad City, Idaho, omnirange station; Pocatello, Idaho, omnirange station; intersection of the Pocatello omnirange 033° True and the Dubois 170° True radials; Dubois, Idaho, omnirange station, including a west alternate between the Pocatello, Idaho, omnirange station and the Dubois, Idaho, omnirange station via the direct radials; Dillon, Mont., omnirange station; Whitehall, Mont., omnirange station; Helena, Mont., omnirange station; intersection of the Helena omnirange 004° True and the Great Falls omnirange 222° True radials; Great Falls, Mont., omnirange station; Cut Bank, Mont., omnirange station to the United States-Canadian Border via the Cut Bank omnirange 347° True radial.

§ 600.6022 *VOR civil airway No. 22 (New Orleans, La., to Jacksonville, Fla.).* From the New Orleans, La., omnirange station via the Pensacola (Saufley Field), Fla., omnirange station; intersection of the Pensacola (Saufley Field) omnirange 039° True and the Crestview omnirange 260° True radials; Crestview, Fla., omnirange station; Marianna, Fla., omnirange station; Tallahassee, Fla., omnirange station; to the Jacksonville, Fla., omnirange station, including a north alternate from the Marianna omnirange station to the Jacksonville omnirange station via the point of intersection of the Marianna omnirange 094° True with the Albany, Ga., omnirange 152° True radials and the point of intersection of the Tallahassee omnirange 091° True with the Valdosta, Ga., omnirange 234° True radials. Those portions of this airway above 19,000 feet, above mean sea level, which lie within the Tyndall AFB restricted area (R–336), are excluded daily between sunset and sunrise. The portions of this airway, below 2000 feet above mean sea level, which lie within the Pensacola Caution Area (C–488) are excluded.

§ 600.6023 *VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.).* From the San Diego, Calif., omnirange station via the Oceanside, Calif., omnirange station; Long Beach, Calif., omnirange station; intersection of the Long Beach omnirange 287° True and the Los Angeles omnirange 123° True radials; Los Angeles, Calif., omnirange station; intersection of the Los Angeles omnirange 355° True and the Bakersfield omnirange 149° True radials; Bakersfield, Calif., omnirange station; Fresno, Calif., omnirange station, including an east alternate; Modesto, Calif., omnirange station, including an east alternate via the intersection of the Fresno omnirange 328° True and the Modesto omnirange 117° True radials; intersection of the Modesto omnirange 341° True and the Sacramento omnirange 138° True radials; Sacramento, Calif., omnirange station, including a west alternate from the Modesto omnirange station to the Sacramento omnirange station via the intersection of the Modesto omnirange 312° True and the Sacramento omnirange 154° True radials; intersection of the Sacramento omnirange 346° True and the Red Bluff omnirange 158° True radials; Red Bluff, Calif., omnirange station; Fort Jones, Calif., omnirange station; Medford, Oreg., omnirange station, including an east alternate via the intersection of the Fort Jones omnirange 042° True and the Medford omnirange 157° True radials; Eugene, Oreg., omnirange station; Portland, Oreg., omnirange station, including a west alternate via the intersection of the Eugene omnirange 341° True and the Newburg omnirange 204° True radials, the Newburg, Oreg., omnirange station, and the intersection of the Newburg omnirange 020° True and the Portland omnirange 247° True radials; intersection of the Portland omnirange 353° True and the Seattle omnirange 197° True radials, excluding the portion which overlaps the Fort Lewis restricted area (R–244); Seattle, Wash., omnirange station, including a west alternate from the Portland omnirange station to the Seattle omnirange station via the intersection of the Portland omnirange 353° True and the Olympia omnirange 165° True radials, the Olympia, Wash., omnirange station and the point of intersection of the Olympia omnirange 337° True and the Seattle omnirange 247° True radials; intersection of the Seattle omnirange 359° True and the Bellingham omnirange 169° True radials; Bellingham, Wash., omnirange station; to the United States-Canadian Border via the Bellingham omnirange 304° True radials. The portion of this airway below 1,500 feet above mean sea level which overlaps the Fort Lewis restricted area (R–503) and the portion of this airway below 5,000 feet above mean sea level which overlaps the Fort Lewis restricted area (R–504) are excluded.

§ 600.6024 *VOR civil airway No. 24 (Aberdeen, S. Dak., to Redwood Falls, Minn.).* From the Aberdeen, S. Dak., omnirange station via the Watertown, S. Dak., omnirange station, including a north alternate; to the Redwood Falls, Minn., omnirange station, including a north alternate via the intersection of the Watertown omnirange 085° True and the Redwood Falls omnirange 305° True radials.

§ 600.6025 *VOR civil airway No. 25 (Los Angeles, Calif., to Ellensburg, Wash.).* From the Camarillo, Calif., MF radio range station via the Santa Barbara, Calif., omnirange station; Paso Robles, Calif., omnirange station; intersection of the Paso Robles omnirange 335° True and the San Francisco omnirange 141° True radials; San Francisco, Calif., omnirange station; intersection of the San Francisco omnirange 304° True and the Point Reyes omnirange 155° True radials; Point Reyes, Calif., omnirange station; point of intersection of the Point Reyes omnirange 352° True and the Ukiah, Calif., omnirange 147° True radials; Red Bluff, Calif., omnirange station; intersection of the Red Bluff omnirange 018° True and the Klamath Falls omnirange 181° True radials; Klamath Falls, Oreg., omnirange station; Redmond, Oreg., omnirange station; The Dalles, Oreg., omnirange station; Yakima, Wash., omnirange station, including an east alternate via the intersection of The Dalles omnirange 032° True and the Yakima omnirange 183° True radials; intersection of the Yakima omnirange 304° True and the Ellensburg omnirange 191° True radials; to the Ellensburg, Wash., omnirange station, excluding the portions of this airway which overlap the Yakima restricted area (R–247).

§ 600.6026 *VOR civil airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio).* That airspace over United States territory from the Cherokee, Wyo., omnirange station via the Casper, Wyo., omnirange station; Rapid City, S. Dak., omnirange station; Philip, S. Dak., omnirange station, including a north alternate; Pierre, S. Dak., omnirange station, including a south alternate; Huron, S. Dak., omnirange station, including a south alternate; Redwood Falls, Minn., omnirange station, including a south alternate; Minneapolis, Minn., omnirange station, including a south alternate via the intersection of the Redwood Falls omnirange 076° True and the Minneapolis omnirange 194° True radials; Eau Claire, Wis., omnirange station, including a south alternate; Wausau, Wis., omnirange station, including a south alternate; Green Bay, Wis., omnirange station, including a south alternate; White Cloud, Mich., omnirange station; including a north alternate; Lansing, Mich., omnirange station; Salem, Mich., omnirange station; point of intersection of the Carleton, Mich., omnirange direct radial to the Jefferson, Ohio, omnirange station and the Cleveland omnirange direct radial to the Windsor, Ontario, omnirange station; to the Cleveland, Ohio, omnirange station.

§ 600.6027 *VOR civil airway No. 27 (Los Angeles, Calif., to Seattle, Wash.).* From the Camarillo, Calif., MF radio range via the Santa Barbara, Calif., omnirange station; Paso Robles, Calif., omnirange station, including a west alternate via the intersection of the Santa Barbara omnirange 304° True and the Paso Robles omnirange 169° True radials; intersection of the Paso Robles omnirange 335° True and the Salinas omnirange 134° True radials; Salinas, Calif., omnirange station, including a west alternate from the Paso Robles omnirange station to the Salinas omnirange station via the intersection of the Paso Robles omnirange 314° True and the Salinas omnirange 149° True radials, excluding the portion which conflicts with the Fort Ord restricted area (R–284) and also excluding the portion which conflicts with the Camp Roberts restricted area (R–415) during the hours of daylight; intersection of the Salinas omnirange 319° True and the Point Reyes omnirange 155° True radials; Point Reyes, Calif., omnirange station, including an east alternate from the Salinas omnirange station to the Point Reyes omnirange station via the San Francisco, Calif., omnirange station and the Oakland, Calif., omnirange station and also a west alternate from the Salinas omnirange station to the Point Reyes omnirange station via the intersection of the Salinas omnirange 300°

True and the Point Reyes omnirange 155° True radials; intersection of the Point Reyes omnirange 352° True and the Ukiah omnirange 147° True radials; Ukiah, Calif., omnirange station; Fortuna, Calif., omnirange station; Crescent City, Calif., omnirange station; North Bend, Oreg., omnirange station; Newport, Oreg., omnirange station; Hoquiam, Wash., omnirange station; to the Seattle, Wash., omnirange station, excluding the portion above 14,500 feet above mean sea level which lies beneath, and which conflicts with, the Olympic restricted area (R–241).

§ 600.6028 *VOR civil airway No. 28 (Oakland, Calif., to Reno, Nev.)*. From the Oakland, Calif., omnirange station via the Modesto, Calif., omnirange station; to the Reno, Nev., omnirange station.

§ 600.6029 *VOR civil airway No. 29 (Salisbury, Md., to United States-Canadian Border)*. From the Chincoteague, Va., Navy LF radio range station via the Salisbury, Md., omnirange station; Dover, Del., omnirange station; Woodstown, N. J., omnirange station; point of intersection of the Philadelphia, Pa., International Airport ILS localizer 256° True course and the West Chester omnirange 120° True radial; West Chester, Pa., omnirange station; Pottstown, Pa., omnirange station; Allentown, Pa., omnirange station; Scranton, Pa., omnirange station; Binghamton, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Watertown, N. Y., omnirange station; the intersection of the Watertown omnirange 33° True and the Massena omnirange 241° True radials; Massena, N. Y., omnirange station to the United States-Canadian Border via the Massena omnirange 38° True radial. The portions of this airway which overlap the Chincoteague restricted area (R–45) are excluded.

§ 600.6030 *VOR civil airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.)*. From the Milwaukee, Wis., omnirange station via the Pullman, Mich., omnirange station, including a south alternate via the point of intersection of the Milwaukee omnirange 135° True and the Chicago Heights omnirange 358° True radials; Litchfield, Mich., omnirange station; Waterville, Ohio, omnirange station; intersection of the Waterville omnirange 111° True and the Wellington VAR west course; Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Youngstown omnirange 250° True radial; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 104° True and the Allentown, Pa., omnirange 211° True radials; Colts Neck, N. J., omnirange station; to the point of intersection of the Colts Neck omnirange 078° True and the Idlewild, N. Y., omnirange 212° True radials. From the Idlewild, N. Y., omnirange station via the point of intersection of the Idlewild omnirange 083° True and the Nantucket omnirange 252° True radials to the Nantucket, Mass., omnirange station.

§ 600.6031 *VOR civil airway No. 31 (Baltimore, Md., to Rochester, N. Y.)*. From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Williamsport, Pa., omnirange station; Elmira, N. Y., omnirange station; intersection of the Elmira omnirange 354° True and the Rochester omnirange 130° True radials; to the Rochester, N. Y., omnirange station.

§ 600.6032 *VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.)*. From the Battle Mountain, Nev., omnirange station via the Elko, Nev., omnirange station; Bonneville, Utah, omnirange station, including a north alternate from the Elko omnirange station to the Bonneville omnirange station via the Wells, Nev., omnirange station; Salt Lake City, Utah, omnirange station; to the Fort Bridger, Wyo., omnirange station.

§ 600.6033 *VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.)*. From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Philipsburg, Pa., omnirange station; Bradford, Pa., omnirange station to the Buffalo, N. Y., omnirange station.

§ 600.6034 *VOR civil airway No. 34 (Rochester, N. Y., to Wilton, Conn.)*. From the Rochester, N. Y., omnirange station via the Binghamton, N. Y., omnirange station; Wilton, Conn., omnirange station; to the point of intersection of the Wilton omnirange 090° True and the Norwich, Conn., omnirange 224° True radials. The portion of this airway below 6000 feet above mean sea level, within the West Point restricted area (R–93), is excluded daily from sunrise to sunset during the period from March 1 to November 1 each year.

§ 600.6035 *VOR civil airway No. 35 (Miami, Fla., to Syracuse, N. Y.)*. From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 276° True and the Fort Myers omnirange 142° True radials; Fort Myers, Fla., omnirange station; Tampa, Fla., omnirange station; Tallahassee, Fla., omnirange station; Albany, Ga., omnirange station; Macon, Ga., omnirange station; Royston, Ga., omnirange station; Asheville, N. C., omnirange station; Tri-City, Tenn., omnirange station; intersection of the Tri-City omnirange 012° True and the Charleston omnirange 185° True radials; Charleston, W. Va., omnirange station; Parkersburg, W. Va., omnirange station; intersection of Parkersburg omnirange 060° True and the Pittsburgh omnirange 223° True radials; Pittsburgh, Pa., omnirange station; Philipsburg, Pa., omnirange station; Elmira, N. Y., omnirange station; to the Syracuse, N. Y., omnirange station, including an east alternate via the intersection of the Elmira omnirange 047° True and the Syracuse omnirange 177° True radials. The portion of this airway above 19,000 feet above mean sea level, which lies within the Tyndall AFB Restricted Area (R–336), is excluded daily between sunset and sunrise.

§ 600.6036 *VOR civil airway No. 36 (Toronto, Ontario, to New York, N. Y.)* That airspace over United States territory from the Toronto, Ont., omnirange station via the intersection of the Toronto omnirange 141° True and the Buffalo omnirange 312° True radials; Buffalo, N. Y., omnirange station; Elmira, N. Y., omnirange station, including a south alternate; Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6037 *VOR civil airway No. 37 (Savannah, Ga., to Erie, Pa.)*. From the Savannah, Ga., omnirange station via the Columbia, S. C., omnirange station to the Charlotte, N. C., omnirange station. From the Pulaski, Va., omnirange station to the point of intersection of the Charleston, W. Va., omnirange 129° True and the Montebello, Va., omnirange 256° True radials. From the Elkins, W. Va., omnirange station via the Morgantown, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; to the Erie, Pa., omnirange station.

§ 600.6038 *VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.)*. From the Iowa City, Iowa, omnirange station via the intersection of the Iowa City omnirange 093° True and the Joliet, omnirange 265° True radials; Joliet, Ill., omnirange station; Peotone, Ill., omnirange station; Fort Wayne, Ind., omnirange station; intersection of the Fort Wayne omnirange 099° True and the Findlay omnirange 276° True radials; Findlay, Ohio, omnirange station; Appleton, Ohio, omnirange station, including a south alternate via the point of intersection of the Findlay omnirange 144° True and the Mansfield, Ohio, omnirange 241° True radials; Parkersburg, W. Va., omnirange station; to the Elkins, W. Va., omnirange station.

§ 600.6039 *VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine)*. From the South Boston, Va., omnirange station via the Gordonsville, Va., omnirange station; Herndon, Va., omnirange station; to the point of intersection of the Herndon omnirange 045° True and the Baltimore, Md., omnirange 346° True radials. From the intersection of the Baltimore, Md., omnirange 015° True and the Allentown, Pa., omnirange 228° True radials via the Allentown, Pa., omnirange station; Stroudsburg, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Gardner, Mass., omnirange station; Concord, N. H., omnirange station; to the Kennebunk, Maine, omnirange station.

§ 600.6040 *VOR civil airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.)*. From the point of intersection of the Mansfield, Ohio, omnirange 345° True radial and the Wellington VAR west course via the Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Cleveland omnirange 132° True radial; intersection of the Cleveland omnirange 132° True and the Pittsburgh omnirange 291° True radials; to the Pittsburgh, Pa., omnirange station.

§ 600.6041 *VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio)*.

From the Pittsburgh, Pa., omnirange station via the intersection of the Pittsburgh omnirange 326° True and the Youngstown 180° True radials to the Youngstown, Ohio, omnirange station.

§ 600.6042 *VOR civil airway No. 42 (Flint, Mich., to Washington, D. C.).* That airspace over United States territory from the point of intersection of the Lansing, Mich., omnirange 068° True and the Salem, Mich., omnirange 342° True radials via the Windsor, Ont., omnirange station; Cleveland, Ohio, omnirange station; intersection of the Cleveland omnirange 116° True and the Pittsburgh omnirange 311° True radials; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; Martinsburg, W. Va., omnirange station; to the Washington, D. C., terminal omnirange station.

§ 600.6043 *VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.).* From the Appleton, Ohio, omnirange station via the Youngstown, Ohio, omnirange station to the Erie, Pa., omnirange station.

§ 600.6044 *VOR civil airway No. 44 (Louisville, Ky., to Baltimore, Md.).* From the Louisville, Ky., omnirange station via the York, Ky., omnirange station; Parkersburg, W. Va., omnirange station; Morgantown, W. Va., omnirange station; Martinsburg, W. Va., omnirange station; Baltimore, Md., omnirange station; to the point of intersection of the Baltimore omnirange 100° True and the Dover, Del., omnirange 244° True radials, except that that portion of this civil airway which overlaps the Aberdeen restricted area (R-54) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6045 *VOR civil airway No. 45 (Lexington, Ky., to Lansing, Mich.).* From the Lexington, Ky., omnirange station via the York, Ky., omnirange station; Appleton, Ohio, omnirange station; to the Waterville, Ohio, omnirange station. From the point of intersection of the Waterville omnirange 328° True and the Litchfield, Mich., omnirange 090° True radials to the Lansing, Mich., omnirange station. The portions of this airway which conflict with the Wilmington restricted area (R-109) are excluded.

§ 600.6046 *VOR civil airway No. 46 (New York, N. Y., to Nantucket, Mass.).* From the point of intersection of the Riverhead, N. Y., omnirange 262° True and the Wilton, Conn., omnirange 198° True radials via the Riverhead, N. Y., omnirange station; intersection of the Riverhead omnirange 085° True and the Nantucket omnirange 252° True radials to the Nantucket, Mass., omnirange station, including a south alternate from the Riverhead omnirange station to the Nantucket, Mass., omnirange station via the intersection of the Riverhead omnirange 109° True and the Nantucket omnirange 252° True radials. The portions of this airway and its associated south alternate below 7,950 feet above mean sea level which lie within the confines of the Montauk Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this Chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 600.6047 *VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.).* From the Louisville, Ky., omnirange station via the intersection of the Louisville omnirange 356° True and the Cincinnati omnirange 241° True radials; Cincinnati, Ohio, omnirange station; Dayton, Ohio, omnirange station, including a west alternate via the intersection of the Cincinnati omnirange 004° True and the Dayton omnirange 227° True radials; Findlay, Ohio omnirange station, including a west alternate; Waterville, Ohio, omnirange station; point of intersection of the Carleton, Mich., omnirange 264° True radial and the Detroit Willow Run Airport ILS localizer front course; Detroit, Mich., Willow Run Airport ILS localizer; to the point of intersection of the Detroit Willow Run Airport ILS localizer back course and the Salem, Mich., omnirange direct radial to the Windsor, Ont., omnirange station.

§ 600.6048 *VOR civil airway No. 48 (Burlington, Iowa, to Pontiac, Ill.).* From the Burlington, Iowa, omnirange station via the Peoria, Ill., omnirange station; to the Pontiac, Ill., omnirange station.

§ 600.6049 *VOR civil airway No. 49 (Dillon, Mont., to Great Falls, Mont.).* From the Dillon, Mont., omnirange station via the Butte, Mont., omnirange station; intersection of the Butte omnirange 002° True and the Helena, Mont., omnirange 272° True radials; intersection of the Helena, Mont., omnirange 272° True and the Great Falls omnirange 222° True radials; to the Great Falls, Mont., omnirange station.

§ 600.6050 *VOR civil airway No. 50 (Kirksville, Mo., to Indianapolis, Ind.).* From the Kirksville, Mo., omnirange station via the Quincy, Ill., omnirange station, including a south alternate via the intersection of the Kirksville omnirange 121° True and the Quincy omnirange 258° True radials; Springfield, Ill., omnirange station; Terre Haute, Ind., omnirange station; to the point of intersection of the Terre Haute omnirange 082° True radial and the Indianapolis, Ind., Wier Cook Airport ILS localizer 225° True course.

§ 600.6051 *VOR civil airway No. 51 (Miami, Fla., to Chicago, Ill.).* From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 338° True and the Vero Beach omnirange 192° True radials; Vero Beach, Fla., omnirange station; Daytona Beach, Fla., omnirange station; Jacksonville, Fla., omnirange station; intersection of the Jacksonville omnirange 319° True and the Alma omnirange 148° True radials; Alma, Ga., omnirange station, including an east and a west alternate from the Jacksonville omnirange station to the Alma omnirange station; Macon, Ga., omnirange station; intersection of the Macon omnirange 330° True and the Chattanooga omnirange 152° True radials; Chattanooga, Tenn., omnirange station, including a west alternate from the Alma, Ga., omnirange station to the Chattanooga, Tenn., omnirange station via the intersection of the Alma omnirange 305° True and the Atlanta omnirange 151° True radials, the Atlanta, Ga., omnirange station and the intersection of the Atlanta omnirange 352° True and the Chattanooga omnirange 152° True radials; Crossville, Tenn., omnirange station, including an east alternate via the intersection of the Chattanooga omnirange 063° True and the Crossville omnirange 171° True radials; Louisville, Ky., omnirange station; intersection of the Louisville omnirange 356° True and the Indianapolis omnirange 137° True radials; Indianapolis, Ind., omnirange station; Lafayette, Ind., omnirange station; Chicago Heights, Ill., omnirange station; to the point of intersection of the Chicago Heights, Ill., omnirange 342° True and the Naperville, Ill., omnirange 090° True radials. The portions of this airway which overlap the Sterling restricted area (R-169 and R-170) are excluded.

§ 600.6052 *VOR civil airway No. 52 (Des Moines, Iowa, to St. Louis, Mo.).* From the Des Moines, Iowa, omnirange station via Ottumwa, Iowa, omnirange station, including a south alternate; Quincy, Ill., omnirange station, including a north alternate, to the St. Louis, Mo., omnirange, including a north alternate.

§ 600.6053 *VOR Civil airway No. 53 (Charleston, S. C., to Chicago, Ill.).* From the Charleston, S. C., omnirange station via the Columbia, S. C., omnirange station; Spartanburg, S. C., omnirange station; Asheville, N. C., omnirange station; Tri-City, Tenn., omnirange station; Lexington, Ky., omnirange station; Louisville, Ky., omnirange station; intersection of the Louisville omnirange 333° True and the Indianapolis omnirange 170° True radials; Indianapolis, Ind., omnirange station; Lafayette, Ind., omnirange station, including a west alternate; Peotone, Ill., omnirange station; to the Chicago, Ill., Midway Airport terminal omnirange station.

§ 600.6054 *VOR civil airway No. 54 (Quitman, Tex., to Charlotte, N. C.).* From the Quitman, Tex., omnirange station via the Texarkana, Ark., omnirange station; Little Rock, Ark., omnirange station, including a north alternate via the intersection of the Texarkana omnirange 031° True and the Little Rock omnirange 255° True radials; intersection of the Little Rock omnirange 077° True and the Memphis omnirange 261° True radials; Memphis, Tenn., omnirange station, including a north alternate from the Little Rock omnirange station to the Memphis omnirange station via the intersection of the Little Rock omnirange 062° True and the Memphis omnirange 276° True radials; Muscle Shoals, Ala., omnirange station; Huntsville, Ala., omnirange station; Chattanooga, Tenn., omnirange station; Spartanburg, S. C., omnirange station; to the Charlotte, N. C., omnirange station.

§ 600.6055 *VOR civil airway No. 55 (Dayton, Ohio, to Green Bay, Wis.).* From the Dayton, Ohio, omnirange station via the Fort Wayne, Ind., omnirange station, including a west alternate; Goshen, Ind., omnirange station; South Bend, Ind., omnirange station; Keeler, Mich., omnirange station; Pullman, Mich., omnirange station; Muskegon, Mich., omnirange station; intersection of the Muskegon omnirange 352° True and the Green Bay omnirange 118° True radials; to the Green Bay, Wis., omnirange station.

§ 600.6056 *VOR civil airway No. 56 (Montgomery, Ala., to Florence, S. C.).* From the Montgomery, Ala., omnirange station via the intersection of the Montgomery omnirange 049° True and the Columbus omnirange 266° True radials; Columbus, Ga., omnirange station; Macon, Ga., omnirange station; Augusta, Ga., omnirange station; Columbia, S. C., omnirange station; to the Florence, S. C., omnirange station; including a north alternate via the intersection of the Columbia omnirange 004° True and the Florence omnirange 268° True radials. The portions of this airway which overlap the Savannah River Airspace Reservation (P–378) and the Fort Benning restricted area (R–129) are excluded.

§ 600.6057 *VOR civil airway No. 57 (Graham, Tenn., to Scotland, Ind.).* From the Graham, Tenn., omnirange station via the Bowling Green, Ky., omnirange station; to the Scotland, Ind., omnirange station.

§ 600.6058 *VOR civil airway No. 58 (Bergholz, Ohio, to Hartford, Conn.).* From the point of intersection of the Youngstown, Ohio, omnirange 195° True and the Wheeling, W. Va., omnirange 313° True radials via the Ellwood City, Pa., omnirange station; intersection of the Ellwood City omnirange 087° True and the Philipsburg omnirange 267° True radials; Philipsburg, Pa., omnirange station; Williamsport, Pa., omnirange station; intersection of the Williamsport omnirange 088° True and the Wilkes-Barre-Scranton omnirange 238° True radials; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Hartford, Conn., omnirange station; to the point of intersection of the Hartford omnirange 130° True and the River Head, N. Y., omnirange 042° True radials.

§ 600.6060 *VOR civil airway No. 60 (Albuquerque, N. Mex., to Lubbock, Tex.).* From the Albuquerque, N. Mex., omnirange station via the Otto, N. Mex., omnirange station, including a south alternate; Las Vegas, N. Mex., omnirange station; Tucumcari, N. Mex., omnirange station; intersection of the Tucumcari omnirange 146° True and the Lubbock omnirange 311° True radials; to the Lubbock, Tex., omnirange station.

§ 600.6061 *VOR civil airway No. 61 (Fort Worth, Tex., to Lawton, Okla.).* From the Fort Worth, Tex., omnirange station via the intersection of the Fort Worth omnirange 315° True and the Wichita Falls omnirange 139° True radials; Wichita Falls, Tex., omnirange station, to the Lawton, Okla., omnirange station.

§ 600.6062 *VOR civil airway No. 62 (Santa Fe, N. Mex., to Lubbock, Tex.).* From the Santa Fe, N. Mex., omnirange station via the Anton Chico, N. Mex., omnirange station; intersection of the Anton Chico omnirange 109° True and the Lubbock omnirange 311° True radials; to the Lubbock, Tex., omnirange station.

§ 600.6063 *VOR civil airway No. 63 (Waco, Tex., to Milwaukee, Wis.).* From the Waco, Tex., omnirange station via the intersection of the Waco omnirange 036° True and the Sulphur Springs omnirange 234° True radials; to the Sulphur Springs, Tex., omnirange station. From the McAlester, Okla., omnirange station via the Fayetteville, Ark., omnirange station; Springfield, Mo., omnirange station; Columbia, Mo., omnirange station; Quincy, Ill., omnirange station; Burlington, Iowa, omnirange station; Moline, Ill., omnirange station; Janesville, Wis., omnirange station, including a west alternate; to the Milwaukee, Wis., omnirange station, including a west alternate via the intersection of the Janesville omnirange 031° True and the Milwaukee omnirange 273° True radials.

§ 600.6064 *VOR civil airway No. 64 (Long Beach, Calif., to Blythe, Calif.).* From the Long Beach, Calif., omnirange station via the Thermal, Calif., omnirange station; to the Blythe, Calif., omnirange station.

§ 600.6065 *VOR civil airway No. 65 (Kansas City, Mo., to Lamoni, Iowa).* From the point of intersection of the Kansas City, Mo., omnirange 231° True and the St. Joseph, Mo., omnirange 178° True radials via the St. Joseph, Mo., omnirange station; to the Lamoni, Iowa, omnirange station.

§ 600.6066 *VOR civil airway No. 66 (San Diego, Calif., to Sulphur Springs, Tex.).* That airspace over United States territory from the San Diego, Calif., omnirange station via the intersection of the San Diego omnirange 098° True and Yuma omnirange 267° True radials; Yuma, Ariz., omnirange station; intersection of the Yuma omnirange 87° True and the Gila Bend omnirange 261° True radials; Gila Bend, Ariz., omnirange station; Tucson, Ariz., omnirange station including a north alternate via the intersection of the Gila Bend omnirange 100° True and the Tucson omnirange 315° True radials; Douglas, Ariz., omnirange station; the intersection of the Douglas 63° True and the Columbus, N. Mex., omnirange 277° True radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station, including a north alternate; Hudspeth, Tex., omnirange station; Culberson, Tex., omnirange station; intersection of the Culberson omnirange 090° True and the Midland omnirange 234° True radials; Midland, Tex., omnirange station; Big Spring, Tex., omnirange station; Abilene, Tex., omnirange station; intersection of the Abilene omnirange 066° True and the Fort Worth omnirange 248° True radials; Fort Worth, Tex., omnirange station; to the Sulphur Springs, Tex., omnirange station.

§ 600.6067 *VOR civil airway No. 67 (Waterloo, Iowa, to Rochester, Minn.).* From the Waterloo, Iowa, omnirange station via the Mason City, Iowa, omnirange station to the Rochester, Minn., omnirange, including a west alternate.

§ 600.6068 *VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).* That airspace over United States territory from the Albuquerque, N. Mex., omnirange station via the intersection of the Albuquerque omnirange 120° True and the Corona omnirange 311° True radials; Corona, N. Mex., omnirange station, including a north alternate from the Albuquerque omnirange station to the Corona omnirange station via the intersection of the Albuquerque omnirange 103° True and the Corona omnirange 328° True radials and also a south alternate from the Albuquerque omnirange station to the Corona omnirange station via the intersection of the Albuquerque omnirange 169° True and the Corona omnirange 272° True radials; Roswell, N. Mex., omnirange station, including a north alternate via the intersection of the Corona omnirange 125° True and the Roswell omnirange 335° True radials; Hobbs, N. Mex., omnirange station; Midland, Tex., omnirange station, including a south alternate; San Angelo, Tex., omnirange station, including a south alternate; Junction, Tex., omnirange station, including a south alternate via the intersection of the San Angelo omnirange 181° True and the Junction omnirange 310° True radials; San Antonio, Tex., omnirange station, including a north alternate via the point of intersection of the San Antonio omnirange 334° True and the Lometa, Tex., omnirange 192° True radials; intersection of the San Antonio omnirange 168° True and the Corpus Christi omnirange 321° True radials; Corpus Christi, Tex., omnirange station; intersection of the Corpus Christi omnirange 236° True and the Alice, Tex., omnirange 171° True radials; intersection of the Alice omnirange 171° True and the Brownsville omnirange 339° True radials; to the Brownsville, Tex., omnirange station. The portions of this airway which conflict with the Corpus Christi Restricted Area (R–227) are excluded.

§ 600.6069 *VOR civil airway No. 69 (Pine Bluff, Ark., to Chicago, Ill.).* From the Pine Bluff, Ark., omnirange station via the point of intersection of the Little Rock, Ark., omnirange 062° True and the Memphis, Tenn., omnirange 276° True radials; Walnut Ridge, Ark., omnirange station; Farmington, Mo., omnirange station; intersection of the Farmington omnirange 351° True and the Troy omnirange 215° True radials; Troy, Ill., omnirange station; Springfield, Ill., omnirange station; Pontiac, Ill., omnirange station; Joliet, Ill., omnirange station; to the Chicago, Ill., Midway Airport terminal omnirange station.

§ 600.6070 *VOR civil airway No. 70 (Corpus Christi, Tex., to Baton Rouge, La.).* From the Corpus Christi, Tex., omnirange station via the Palacios, Tex., omnirange station; Galveston, Tex., omnirange station; Lake Charles, La., omnirange station; Lafayette, La., omnirange station; Baton Rouge, La., omnirange station; to the point of intersection of the Baton Rouge omnirange 092° True and the New Orleans, La., omnirange 001° True radials.

§ 600.6071 *VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.)*. From the Pine Bluff, Ark., omnirange station via the intersection of the Pine Bluff omnirange 007° True and the Little Rock omnirange 141° True radials to the Little Rock, Ark., omnirange station. From the Flippin, Ark., omnirange station via the Springfield, Mo., omnirange station; Butler, Mo., omnirange station, including a west alternate via the intersection of the Springfield omnirange 301° True and the Butler omnirange 178° True radials; to the Kansas City, Mo., omnirange station.

§ 600.6072 *VOR civil airway No. 72 (Troy, Ill., to Albany, N. Y.)*. From the Troy, Ill., omnirange station via the Vandalia, Ill., omnirange station; Lafayette, Ind., omnirange station; to the point of intersection of the Lafayette omnirange 089° True and the Fort Wayne, Ind., omnirange 226° True radials. From the Findlay, Ohio, omnirange station via the Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station; Bradford, Pa., omnirange station; Elmira, N. Y., omnirange station; Binghamton, N. Y., omnirange station; to the Albany, N. Y., omnirange station.

§ 600.6073 *VOR civil airway No. 73 (Wichita, Kans., to Salina, Kans.)*. From the Wichita, Kans., omnirange station via the Hutchinson, Kans., omnirange station; intersection of the Hutchinson omnirange 025° True and the Salina omnirange 184° True radials; to the Salina, Kans., omnirange station.

§ 600.6074 *VOR civil airway No. 74 (Dodge City, Kans., to Little Rock, Ark.)*. From the Dodge City, Kans., omnirange station via the Anthony, Kans., omnirange station; Ponca City, Okla., omnirange Station; Tulsa, Okla., omnirange station, including a south alternate; Fort Smith, Ark., omnirange station, including a north alternate from the Tulsa omnirange station to the Fort Smith omnirange station via the point of intersection of the Tulsa omnirange 091° True and the Neosho, Mo., omnirange 227° True radials; intersection of the Fort Smith omnirange 098° True and the Little Rock omnirange 302° True radials; to the Little Rock, Ark., omnirange station.

§ 600.6075 *VOR civil airway No. 75 (Richmond, Va., to Cleveland, Ohio)*. From the Flat Rock, Va., omnirange station to the Gordonsville, Va., omnirange station. From the point of intersection of the Morgantown, W. Va., omnirange 134° True and the Elkins, W. Va., omnirange 83° True radials via the Morgantown, W. Va., omnirange station; Wheeling, W. Va., omnirange station to the Cleveland, Ohio, omnirange station.

§ 600.6076 *VOR civil airway No. 76 (Lubbock, Tex., to Galveston, Tex.)*. From the Lubbock, Tex., omnirange station via the intersection of the Lubbock omnirange 180° True and the Big Spring omnirange 331° True radials; Big Spring, Tex., omnirange station; San Angelo, Tex., omnirange station, including a north alternate; Austin, Tex., omnirange station; Houston, Tex., omnirange station; to the Galveston, Tex., omnirange station.

§ 600.6077 *VOR civil airway No. 77 (San Angelo, Tex., to Des Moines, Iowa)*. From the San Angelo, Tex., omnirange station via the Abilene, Tex., omnirange station, including an east alternate via the intersection of the San Angelo omnirange 072° True and the Abilene omnirange 181° True radials; Wichita Falls, Tex., omnirange station, including an east alternate; intersection of the Wichita Falls omnirange 028° True and the Oklahoma City omnirange 202° True radials; Oklahoma City, Okla., omnirange station including an east alternate from the Wichita Falls omnirange station to the Oklahoma City omnirange station via the intersection of the Wichita Falls omnirange 043° True and the Oklahoma City omnirange 180° True radials excluding those portions of this airway which overlap the Fort Sill restricted area (R-208); Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 327° True and the Wichita omnirange 226° True radials; Wichita, Kans., omnirange station; Topeka, Kans., omnirange station; St. Joseph, Mo., omnirange station; Lamoni, Iowa, omnirange station; to the Des Moines, Iowa, omnirange station.

§ 600.6078 *VOR civil airway No. 78 (Huron, S. Dak., to Minneapolis, Minn.)*. From the Huron, S. Dak., omnirange station via the Watertown, S., Dak., omnirange station, including a south alternate; to the Minneapolis, Minn., omnirange station.

§ 600.6079 *VOR civil airway No. 79 (Culberson, Tex., to Lubbock, Tex.)*. From the Culberson, Tex., omnirange station via the intersection of the Culberson omnirange 90° True and the Wink omnirange 235° True radials; Wink, Tex., omnirange station; Hobbs, N. Mex., omnirange station; the intersection of the Hobbs omnirange 86° True and the Lubbock omnirange 199° True radials to the Lubbock, Tex., omnirange station.

§ 600.6080 *VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.)*. From the Sioux Falls, S. Dak., omnirange station to the Redwood Falls, Minn., omnirange station, including a south alternate.

§ 600.6081 *VOR civil airway No. 81 (Midland, Tex., to Amarillo, Tex.)*. From the Midland, Tex., omnirange station via the Lubbock, Tex., omnirange station to the Amarillo, Tex., omnirange station, including an east alternate.

§ 600.6082 *VOR civil airway No. 82 (Minneapolis, Minn., to La Crosse, Wis.)*. From the Minneapolis, Minn., omnirange station via the Rochester, Minn., omnirange station, including a south alternate via the intersection of the Minneapolis omnirange 179° True and the Rochester omnirange 318° True radials; to the La Crosse, Wis., omnirange station, including a south alternate.

§ 600.6083 *VOR civil airway No. 83 (Carlsbad, N. Mex., to Santa Fe, N. Mex.)*. From the Carlsbad, N. Mex., omnirange station via the Roswell, N. Mex., omnirange station; Corona, N. Mex., omnirange station, including an east alternate, via the intersection of the Roswell omnirange 335° True and the Corona omnirange 125° True radials; Otto, N. Mex., omnirange station; to the Santa Fe, N. Mex., omnirange station.

§ 600.6084 *VOR civil airway No. 84 (Bradford, Ill., to Buffalo, N. Y.)*. That airspace over United States territory from the Bradford, Ill., omnirange via the Joliet, Ill., omnirange station; to the Chicago, Ill., Midway Airport terminal omnirange station. From the Wheeling, Ill., omnirange station via the Pullman, Mich., omnirange station; Lansing, Mich., omnirange station; Selfridge, Mich., omnirange station; London, Ontario, omnirange station; to the Buffalo, N. Y. omnirange station.

§ 600.6085 *VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.)*. From the Rock River, Wyo., omnirange station to the Casper, Wyo., omnirange station, including a west alternate via the intersection of the Rock River omnirange 336° True and the Casper omnirange 216° True radials.

§ 600.6086 *VOR civil airway No. 86 (Butte, Mont., to Bozeman, Mont.)*. From the Butte, Mont., omnirange station via the Whitehall, Mont., omnirange station to the Bozeman, Mont., omnirange station.

§ 600.6087 *VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.)*. From the Gila Bend, Ariz., omnirange station to the Hassayampa, Ariz., omnirange station.

§ 600.6088 *VOR civil airway No. 88 (Tulsa, Okla., to Vichy, Mo.)*. From the Tulsa, Okla., omnirange station via the intersection of the Tulsa omnirange 050° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Vichy, Mo., omnirange station; to the point of intersection of the Vichy omnirange 084° True and the St. Louis, Mo., omnirange 170° True radials.

§ 600.6089 *VOR civil airway No. 89 (Denver, Colo., to Rapid City, S. Dak.)*. From the Denver, Colo., omnirange station via the Cheyenne, Wyo., omnirange station, including an east alternate via the intersection of the Denver omnirange 016° True and the Cheyenne omnirange 131° True radials; Chadron, Nebr., omnirange station, including an east alternate via the intersection of the Cheyenne omnirange 054° True and the Chadron omnirange 197° True radials; to the Rapid City, S. Dak., omnirange station, including an east alternate. The portion of this which overlaps the Scenic restricted area (R-190) is excluded.

§ 600.6090 *VOR civil airway No. 90 (Litchfield, Mich., to Windsor, Ontario)*. That airspace over United States territory from the Litchfield, Mich., omnirange station to the Windsor, Ontario, omnirange station.

§ 600.6091 *VOR civil airway No. 91 (New York, N. Y., to Montreal, Quebec)*. That airspace over U. S. territory from the Idlewild, N. Y., omnirange station via the point of intersection of the Idlewild omnirange 042° True and the Wilton omnirange 185° True radials; Wilton, Conn., omnirange station; Poughkeepsie, N. Y., omnirange station; Albany, N. Y., omnirange station, including an east alternate via the intersection of the Poughkeepsie omnirange 007° True and the Albany omnirange 140° True radials and also a west alternate; Plattsburg, N. Y., omnirange station; to the Montreal, Quebec, omnirange station.

§ 600.6092 *VOR civil airway No. 92 (Chicago, Ill., to Washington, D. C.)*. From the Chicago Heights, Ill., omnirange station via the Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station: Mansfield, Ohio, omnirange station; point of intersection of the Pittsburgh, Pa., omnirange 291° True and the Youngstown, Ohio, omnirange 195° True radials; Wheeling, W. Va., omnirange station; Grantsville, Md., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6093 *VOR civil airway No. 93 (Washington, D. C., to Presque Isle, Maine)*. That airspace over the United States territory from the Riverdale, Md., nondirectional radio beacon via the Baltimore, Md., omnirange station; intersection of the Baltimore omnirange 015° True and the Allentown omnirange 228° True radials; Allentown, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Albany, N. Y., omnirange station; intersection of the Albany omnirange 099° True and the Concord omnirange 231° True radials; Concord, N. H., omnirange station; intersection of the Concord omnirange 041° True and the Augusta omnirange 239° True radials; Augusta, Maine, omnirange station; Bangor, Maine, omnirange station; Princeton, Maine, omnirange station; Houlton, Maine, omnirange station; to the Presque Isle, Maine, omnirange station. The portions of this airway which overlap the Washington, D. C., prohibited area (P–56) are excluded.

§ 600.6094 *VOR civil airway No. 94 (Salt Flat, Tex., to Longview, Tex.)*. From the Salt Flat, Tex., omnirange station via the Carlsbad, N. Mex., omnirange station to the Hobbs, N. Mex., omnirange station. From the Abilene, Tex., omnirange station via the intersection of the Abilene omnirange 096° True and the Britton omnirange 264° True radials; Britton, Tex., omnirange station; to the Gregg County, Tex., omnirange station.

§ 600.6095 *VOR civil airway No. 95 (Phoenix, Ariz., to Winslow, Ariz.)*. From the Phoenix, Ariz., omnirange station to the Winslow, Ariz., omnirange station.

§ 600.6096 *VOR civil airway No. 96 (Lafayette, Ind., to Toledo, Ohio)*. From the Lafayette, Ind., omnirange station via the intersection of the Lafayette omnirange 089° True and the Fort Wayne omnirange 226° True radials; Fort Wayne, Ind., omnirange station; to the Waterville, Ohio, omnirange station.

§ 600.6097 *VOR civil airway No. 97 (Miami, Fla., to Alexandria, Minn.)*. From the Miami, Fla., omnirange station via the Tampa, Fla., omnirange station; Tallahassee, Fla., omnirange station, including an east alternate from the Tampa omnirange station to the Tallahassee omnirange station via the Cross City, Fla., omnirange station; Albany, Ga., omnirange station; Atlanta, Ga., omnirange station; Knoxville, Tenn., omnirange station, including an east alternate from the Atlanta omnirange station to the Knoxville omnirange station via the Norcross, Ga., omnirange station and the intersection of the Norcross omnirange 014° True and the Knoxville omnirange 175° True radials; Lexington, Ky., omnirange station; intersection of the Lexington omnirange 347° True and the Cincinnati omnirange 175° True radials; Cincinnati, Ohio, omnirange station; Indianapolis, Ind., omnirange station, including an east and a west alternate; intersection of the Indianapolis omnirange 341° True and the Chicago Heights omnirange 143° True radials; Chicago Heights, Ill., omnirange station; intersection of the Chicago Heights omnirange 342° True and the Janesville omnirange 107° True radials; Janesville, Wis., omnirange station; Lone Rock, Wis., omnirange station, including a west alternate via the intersection of the Janesville omnirange 282° True and the Lone Rock omnirange 161° True radials; La Crosse, Wis., omnirange station; intersection of the La Crosse omnirange 311° True radial and the Minneapolis-St. Paul International Airport ILS 121° True localizer course; Minneapolis-St. Paul, Minn., International Airport ILS localizer; intersection of the Minneapolis-St. Paul International Airport ILS 301° True localizer course and the Alexandria omnirange 136° True radial; to the Alexandria, Minn., omnirange station. The portions of this airway above 19,000 feet above mean sea level, which lie within the Tyndall AFB restricted area (R–336) and the Tyndall AFB warning area (W–337) are excluded daily between sunset and sunrise.

§ 600.6098 *VOR civil airway No. 98 (Fort Wayne, Ind., to Montreal, Quebec)*. That airspace over United States territory from the Fort Wayne, Ind., omnirange station via the Carleton, Mich., omnirange station; Windsor, Ontario, omnirange station; London, Ontario, omnirange station; Toronto, Ontario, omnirange station; Stirling, Ontario, omnirange station; Massena, N. Y., omnirange station; to the Montreal, Quebec, omnirange station.

§ 600.6099 *VOR civil airway No. 99 (Newport, Oreg., to Vancouver, British Columbia)*. That airspace over United States territory from the Newport, Oreg., omnirange station via the intersection of the Newport omnirange 023° True and the Newberg omnirange 251° True radials; Newberg, Oreg., omnirange station; intersection of the Newberg omnirange 359° True and the Olympia omnirange 184° True radials; Olympia, Wash., omnirange station; point of intersection of the Seattle, Wash., omnirange 359° True and the Bellingham omnirange 169° True radials; Bellingham, Wash., omnirange station; to the Vancouver, British Columbia, radio range station, excluding the portion of this airway, below 14,000 feet above mean sea level, which overlaps the Fort Lewis restricted area (R–505).

§ 600.6100 *VOR civil airway No. 100 (North Platte, Nebr., to Detroit, Mich.)*. From the North Platte, Nebr., omnirange station via the Sioux City, Iowa, omnirange station; Waterloo, Iowa, omnirange station; to the Polo, Ill., omnirange station. From the Wheeling, Ill., omnirange station via the intersection of the Wheeling omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Litchfield, Mich., omnirange 050° True and the Salem omnirange 257° True radials; to the Salem, Mich., omnirange station.

§ 600.6101 *VOR civil airway No. 101 (Ogden, Utah, to Burley, Idaho)*. From the Ogden, Utah, omnirange station to the Burley, Idaho, omnirange station.

§ 600.6102 *VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.)*. From the Lubbock, Tex., omnirange station via the Guthrie, Tex., omnirange station to the Wichita Falls, Tex., omnirange station.

§ 600.6103 *VOR civil airway No. 103 (Elkins, W. Va., to Cleveland, Ohio)*. From the Elkins, W. Va., omnirange station via the Wheeling, W. Va., omnirange station; intersection of the Wheeling omnirange 313° True and the Mansfield, Ohio, omnirange 100° True radials; intersection of the Mansfield omnirange 100° True and the Cleveland omnirange 150° True radials; to the Cleveland, Ohio, omnirange station.

§ 600.6104 *VOR civil airway No. 104 (United States-Canadian Border to Plattsburg, N. Y.)*. From the United States-Canadian Border via the Massena omnirange 318° True radial to the Massena, N. Y., omnirange station; to the Plattsburg, N. Y., omnirange station.

§ 600.6105 *VOR civil airway No. 105 (Phoenix, Ariz., to Las Vegas, Nev.)*. From the Phoenix, Ariz., omnirange station via the Prescott, Ariz., omnirange station, including an east alternate via the intersection of the Phoenix omnirange 004° True and the Prescott omnirange 135° True radials; to the Las Vegas, Nev., omnirange station.

§ 600.6106 *VOR civil airway No. 106 (Charleston, W. Va., to Kennebunk, Maine)*. From the Charleston, W. Va., omnirange station via the Morgantown, W. Va., omnirange station; Johnstown, Pa., omnirange station, including a north alternate via the intersection of the Morgantown omnirange 021° True and the Pittsburgh omnirange 117° True radials; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Gardner, Mass., omnirange station; intersection of the

Gardner omnirange 060° True and the Kennebunk, Maine, omnirange 223° True radials; to the Kennebunk, Maine, omnirange station.

§ 600.6107 *VOR civil airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 301° True and the Fillmore omnirange 163° True radials; Fillmore, Calif., omnirange station; Coalinga, Calif., omnirange station; Oakland, Calif., omnirange station; intersection of the Oakland omnirange 330° True and the Ukiah omnirange 147° True radials; Ukiah, Calif., omnirange station; to the Red Bluff, Calif., omnirange station.

§ 600.6109 *VOR civil airway No. 109 (Paso Robles, Calif., to Fresno, Calif.).* From the Paso Robles, Calif., omnirange station via the Coalinga, Calif., omnirange station to the Fresno, Calif., omnirange station.

§ 600.6110 *VOR civil airway No. 110 (San Francisco, Calif., to Altamont, Calif.).* From the point of intersection of the San Francisco omnirange 218° True and the Salinas omnirange 319° True radials via the San Francisco, Calif., omnirange station to the intersection of the San Francisco omnirange 038° True and the Modesto omnirange 273° True radials.

§ 600.6111 *VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.).* From the Salinas, Calif., omnirange station to the point of intersection of the San Francisco omnirange 111° True and the Salinas omnirange 049° True radials.

§ 600.6112 *VOR civil airway No. 112 (Portland, Oreg., to Spokane, Wash.).* From the Portland, Oreg., omnirange station via the The Dalles, Oreg., omnirange station; intersection of the The Dalles omnirange 096° True and the Pendleton omnirange 254° True radials; Pendleton, Oreg., omnirange station; to the Spokane, Wash., omnirange station.

§ 600.6113 *VOR civil airway No. 113 (Paso Robles, Calif., to Reno, Nev.).* From the Paso Robles, Calif., omnirange station via the intersection of the Paso Robles omnirange 352° True and the Modesto omnirange 176° True radials; Modesto, Calif., omnirange station to the Reno, Nev., omnirange station.

§ 600.6114 *VOR civil airway No. 114 (Pueblo, Colo., to New Orleans, La.).* From the Pueblo, Colo., omnirange station via the Dalhart, Tex., omnirange station; Amarillo, Tex., omnirange station, including a north alternate; Childress, Tex., omnirange station, including a south alternate; Wichita Falls, Tex., omnirange station; Dallas, Tex., omnirange station; intersection of the Dallas 135° True and the Gregg County omnirange 273° True radials; Gregg County, Tex., omnirange station, including a north alternate from the Dallas omnirange station to the Gregg County omnirange station via the Quitman, Tex., omnirange station; point of intersection of the Shreveport, La., omnirange 176° True and the Alexandria omnirange 300° True radials; Alexandria., La., omnirange station, including a north alternate from the Gregg County omnirange station to the Alexandria omnirange station via the Shreveport omnirange station and the point of intersection of the Shreveport omnirange 176° True with the Alexandria omnirange 300° True radials; Baton Rouge, La., omnirange station; to the New Orleans, La., omnirange station.

§ 600.6115 *VOR civil airway No. 115 (Crestview, Fla., to Charleston, W. Va.).* From the Crestview, Fla., omnirange station via the Montgomery, Ala., omnirange station; intersection of the Montgomery omnirange 358° True and the Birmingham omnirange 145° True radials; Birmingham, Ala., omnirange station; Chattanooga, Tenn., omnirange station; intersection of the Chattanooga omnirange 032° True and the Knoxville omnirange 249° True radials; Knoxville, Tenn., omnirange station; to the Charleston, W. Va., omnirange station.

§ 600.6116 *VOR civil airway No. 116 (Kansas City, Mo., to New York, N. Y.).* From the Kansas City, Mo., omnirange station via the Quincy, Ill., omnirange station; Peoria, Ill., omnirange station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; Keeler, Mich., omnirange station; point of intersection of the Litchfield, Mich., 050° True and the Salem omnirange 257° True radials; Salem, Mich., omnirange station; Windsor, Ont., omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6117 *VOR civil airway No. 117 (El Centro, Calif., to Daggett, Calif.).* From the El Centro, Calif., LF radio range station via the point of intersection of a straight line bearing 359° True from the El Centro LF radio range station and the Thermal omnirange 122° True radial; Thermal, Calif., omnirange station; to the Daggett, Calif., omnirange station. The portion of this airway which overlaps the Salton Sea restricted area (R-303) is excluded.

§ 600.6118 *VOR civil airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.).* From the Rock River, Wyo., omnirange station via the Laramie, Wyo., omnirange station to the Cheyenne, Wyo., omnirange station.

§ 600.6119 *VOR civil airway No. 119 (Huntington, W. Va., to Bradford, Pa.).* From the Huntington, W. Va., nondirectional radio beacon via the Parkersburg, W. Va., omnirange station; Wheeling, W. Va., omnirange station; Fitzgerald, Pa., omnirange station; to the Bradford, Pa., omnirange station.

§ 600.6120 *VOR civil airway No. 120 (Mullan Pass, Mont., to Miles City, Mont.).* From the Mullan Pass, Mont., omnirange station via the Great Falls, Mont., omnirange station; Lewiston, Mont., omnirange station; to the Miles City, Mont., omnirange station.

§ 600.6121 *VOR civil airway No. 121 (North Bend, Oreg., to Eugene, Oreg.).* From the North Bend, Oreg., omnirange station to the Eugene, Oreg., omnirange station.

§ 600.6122 *VOR civil airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.).* From the Crescent City, Calif., omnirange station to the Medford, Oreg., omnirange station. From the point of intersection of the Medford, Oreg., omnirange 176° True and the Klamath Falls, Oreg., omnirange 273° True radials; to the Klamath Falls, Oreg., omnirange station.

§ 600.6123 *VOR civil airway No. 123 (Woodstown, N. J., to New York, N. Y.).* From the Woodstown, N. J. omnirange station via the point of intersection of the Woodstown omnirange 045° True and the Coyle, N. J. omnirange 354° True radials; point of intersection of the Idlewild, N. Y. omnirange 236° True radial and the La Guardia Airport, N. Y. ILS localizer south course; La Guardia Airport, N. Y. ILS localizer; to the Wilton, Conn. omnirange station.

§ 600.6124 *VOR civil airway No. 124 (Burley, Idaho, to Pocatello, Idaho).* From the Burley, Idaho, omnirange station to the Pocatello, Idaho, omnirange station.

§ 600.6125 *VOR civil airway No. 125 (Anthony, Kans., to Hutchinson, Kans.).* From the Anthony, Kans., omnirange station to the Hutchinson, Kans., omnirange station.

§ 600.6126 *VOR civil airway No. 126 (Chicago, Ill., to New York, N. Y.).* From the point of intersection of the Naperville, Ill., omnirange 090° True and the Chicago Heights omnirange 342° True radials via the Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Huguenot, N. Y., omnirange station; to the Wilton, Conn., omnirange station, excluding daily from sunrise to sunset, annually during the period from March 1 to November 1, the portion of this airway below 6,000 ft. above mean set level which overlaps the West Point restricted area (R-93).

§ 600.6127 *VOR civil airway No. 127 (Livingston, Mont., to Helena, Mont.).* From the Livingston, Mont., omnirange station via the intersection of the Livingston omnirange 321° True and the Helena omnirange 119° True radials to the Helena, Mont., omnirange station.

§ 600.6128 *VOR civil airway No. 128 (Chicago, Ill., to New Bern, N. C.).* From the Chicago, Ill., Midway Airport terminal omnirange station via the Peotone, Ill., omnirange station; Lafayette, Ind., omnirange station; intersection of the Lafayette omnirange 122° True and the Cincinnati omnirange 318° True radials; Cincinnati, Ohio, omnirange station; York, Ky., omnirange station, including a south alternate via the intersection of the Cincinnati omnirange 120° True and the York omnirange 271° True radials;

Charleston, W. Va., omnirange station; Pulaski, Va., omnirange station; Greensboro, N. C., omnirange station; Raleigh, N. C., omnirange station, including a north alternate via the intersection of the Greensboro omnirange 051° True and the Raleigh omnirange 309° True radials and a south alternate via the intersection of the Greensboro omnirange 122° True and the Raleigh omnirange 249° True radials; point of intersection of the Wilmington, N. C., omnirange 005° True and the New Bern, omnirange 297° True radials; to the New Bern, N. C., omnirange station, excluding the airspace above 5500 feet above mean sea level, daily from sunset to sunrise, of that portion of this airway which lies beneath, and conflicts with, the Cherry Point restricted area (R–125).

§ 600.6129 *VOR civil airway No. 129 (Dixon, Ill., to Eau Claire, Wis.).* From the Polo, Ill., omnirange station via the Lone Rock, Wis., omnirange station; La Crosse, Wis., omnirange station; to the Eau Claire, Wis., omnirange station.

§ 600.6130 *VOR civil airway No. 130 (Albany, N. Y., to Providence, R. I.).* From the Albany, N. Y., omnirange station via the Hartford, Conn., omnirange station; Norwich, Conn., omnirange station to the point of intersection of the Norwich omnirange 090° True radial and the Providence, R. I., ILS localizer course.

§ 600.6131 *VOR civil airway No. 131 (Emporia, Kans., to Topeka, Kans.).* From the Emporia, Kans., omnirange station via the intersection of the Emporia omnirange 050° True and the Topeka omnirange 174° True radials; to the Topeka, Kans., omnirange station.

§ 600.6132 *VOR civil airway No. 132 (Cheyenne, Wyo., to Hutchinson, Kans.).* From the Cheyenne, Wyo., omnirange station via the Akron, Colo., omnirange station, Goodland, Kans., omnirange station; to the Hutchinson, Kans., omnirange station.

§ 600.6133 *VOR civil airway No. 133 (Parkersburg, W. Va., to Flint, Mich.).* That airspace over United States territory from the Parkersburg, W. Va., omnirange station via the Mansfield, Ohio, omnirange station; intersection of the Mansfield omnirange 345° True and the Salem omnirange 140° True radials; Salem, Mich., omnirange station; to the point of intersection of the Salem omnirange 342° True and the Lansing, Mich., omnirange 068° True radials.

§ 600.6134 *VOR civil airway No. 134 (Evergreen, Ala., to Atlanta, Ga.).* From the Evergreen, Ala., omnirange station via the Columbus, Ga., omnirange station to the Atlanta, Ga., omnirange station, excluding the portion which overlaps the Fort Benning restricted area (R–129).

§ 600.6135 *VOR civil airway No. 135 (Yuma, Ariz., to Las Vegas, Nev.).* From the Yuma, Ariz., omnirange station via the Blythe, Calif., omnirange station; Needles, Calif., omnirange station to the Las Vegas, Nev., omnirange station.

§ 600.6136 *VOR civil airway No. 136 (Pulaski, Va., to Raleigh, N. C.).* From the Pulaski, Va., omnirange station via the intersection of the Pulaski omnirange 094° True and the South Boston omnirange 298° True radials; South Boston, Va., omnirange station; to the Raleigh, N. C., omnirange station.

§ 600.6137 *VOR civil airway No. 137 (Thermal, Calif., to Salinas, Calif.).* From the Thermal, Calif., omnirange station via the Palmdale, Calif., omnirange station; point of intersection of the Bakersfield, Calif., omnirange 210° True and the Coalinga omnirange 152° True radials; Coalinga, Calif., omnirange station; to the Salinas, Calif., omnirange station.

§ 600.6138 *VOR civil airway No. 138 (Rock River, Wyo., to Sidney, Nebr.).* From the Rock River, Wyo. omnirange station via the Cheyenne, Wyo. omnirange station, including a north alternate via the Rock River omnirange 108° True and the Cheyenne omnirange 320° True radials; to the Sidney, Nebr. omnirange station, including a south alternate.

§ 600.6139 *VOR civil airway No. 139 (Norwich, Conn., to Boston, Mass.).* From the Norwich, Conn., omnirange station via the intersection of the Norwich omnirange 090° True radial and the Providence, R. I., ILS localizer course at the Wyoming, R. I., fan marker; Providence, R. I., ILS localizer, intersection of the Providence ILS localizer course and the Boston ILS localizer course; to the Boston, Mass., localizer.

§ 600.6140 *VOR civil airway No. 140 (Amarillo, Tex., to New York, N. Y.).* From the Amarillo, Tex., omnirange station via the Sayre, Okla., omnirange station, including a north alternate; Oklahoma City, Okla., omnirange station, including a north alternate; Tulsa, Okla., omnirange station; Fayetteville, Ark., omnirange station, including a north alternate via the intersection of the Tulsa omnirange 065° True and the Fayetteville omnirange 287° True radials; Flippin, Ark., omnirange station; Walnut Ridge, Ark., omnirange station; Dyersburg, Tenn., omnirange station; Nashville, Tenn., omnirange station, including a south alternate from the Dyersburg omnirange station to the Nashville omnirange station via the intersection of the Dyersburg omnirange 104° True and the Graham omnirange 269° True radials, and the Graham, Tenn., omnirange station; intersection of the Nashville omnirange 059° True radial and the Corbin VAR west aural course; Corbin, Ky., VAR station; Paynesville, W. Va., nondirectional radio beacon; Montebello, Va., omnirange station; point of intersection of the Front Royal, Va., omnirange 140° True and the Washington, D. C., omnirange 249° True radials; to the Herndon, Va., omnirange station. From the Baltimore, Md., omnirange station via the point of intersection of the Baltimore omnirange 045° True and the Woodstown omnirange 269° True radials; Woodstown, N. J., omnirange station; point of intersection of the Woodstown omnirange 106° True and the Dover, Del., omnirange direct radial to the Coyle, N. J., omnirange station; Coyle, N. J., omnirange station; to the Idlewild, N. Y., omnirange station, excluding the portions of this airway between the Coyle, N. J., omnirange station and the point of intersection of the Coyle omnirange 031° True and the Colts Neck, N. J., omnirange 073° True radials more than 3 miles either side of the centerline and the portions which overlap the Aberdeen restricted area (R–54).

§ 600.6141 *VOR civil airway No. 141 (Nantucket, Mass., to Plattsburg, N. Y.).* From the Nantucket, Mass., omnirange station via the intersection of the Nantucket omnirange 339° True and the Boston omnirange 133° True radials; Boston, Mass., omnirange station; Concord, N. H., omnirange station; Lebanon, N. H., nondirectional radio beacon to the Plattsburg, N. Y., omnirange station.

§ 600.6142 *VOR civil airway No. 142 (Erie, Pa., to Rochester, N. Y.).* From the Erie, Pa., omnirange station via the point of intersection of the Erie omnirange 080° True and the Bradford, Pa., omnirange 308° True radials; Buffalo, N. Y., omnirange station; intersection of the Buffalo omnirange 034° True and the Rochester omnirange 289° True radials; to the Rochester, N. Y., omnirange station.

§ 600.6143 *VOR civil airway No. 143 (Charlotte, N. C., to Washington, D. C.).* From the Charlotte, N. C., omnirange station via the Greensboro, N. C., omnirange station, including a west alternate via the intersection of the Charlotte omnirange 359° True and the Greensboro omnirange 238° True radials; to the Montebello, Va., omnirange station. From the Front Royal, Va., omnirange station to the point of intersection of the Martinsburg, W. Va., omnirange direct radial to the Washington, D. C., terminal omnirange station and the Herndon, Va., omnirange direct radial to the Harrisburg, Pa., omnirange station.

§ 600.6144 *VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.).* From the Chicago, Ill., Midway Airport terminal omnirange station via the Peotone, Ill., omnirange station; Fort Wayne, Ind., omnirange station; intersection of the Fort Wayne omnirange 099° True and the Findlay omnirange 276° True radials; Findley, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Morgantown, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C. terminal omnirange station.

§ 600.6145 *VOR civil airway No. 145 (Utica, N. Y., to the United States-Canadian Border).* From the Utica, N. Y., MF radio range station via the intersection of the Utica MF radio range northwest course and the Watertown omnirange 155° True radial; Watertown, N. Y., omnirange station; to the United States-Canadian Border via the Watertown omnirange 360° True radial.

§ 600.6146 *VOR civil airway No. 146 (Wilkes-Barre, Pa., to Woodstock, Conn.).* From the Wilkes-Barre-Scranton, Pa., omnirange station via the Huguenot, N. Y., omnirange station; point of intersection of the Wilton, Conn., omnirange 295° True and the Poughkeepsie omnirange 236° True radials; Poughkeepsie, N. Y., omnirange station; to the point of intersection of the Poughkeepsie omnirange 079° True and the Norwich, Conn., omnirange 347° True radials.

§ 600.6147 *VOR civil airway No. 147 (Philadelphia, Pa., to Rochester, N. Y.).* From the Philadelphia, Pa., International Airport ILS localizer via the Pottstown, Pa., omnirange station; Allentown, Pa., omnirange station; intersection of the Allentown omnirange 329° True and the Elmira omnirange 134° True radials; Elmira, N. Y., omnirange station; intersection of the Elmira omnirange 305° True and the Rochester omnirange 183° True radials; to the Rochester, N. Y., omnirange station.

§ 600.6148 *VOR civil airway No. 148 (Denver, Colo., to North Platte, Nebr.).* From the Denver, Colo., omnirange station via the intersection of the Denver omnirange 186° True and the Kiowa omnirange 278° True radials; Kiowa, Colo., omnirange station; Thurman, Colo., omnirange station; Imperial, Nebr., omnirange station; to the North Platte, Nebr., omnirange station.

§ 600.6149 *VOR civil airway No. 149 (Allentown, Pa., to Utica, N. Y.).* From the Allentown, Pa., omnirange station via the intersection of the Allentown omnirange 329° True and the Binghamton omnirange 167° True radials; Binghamton, N. Y., omnirange station; to the point of intersection of the Binghamton omnirange 023° True and the southwest course of the Utica, N. Y., radio range.

§ 600.6150 *VOR civil airway No. 150 (San Francisco, Calif., to Reno, Nev.).* From the San Francisco, Calif., terminal omnirange station via the intersection of the San Francisco terminal omnirange 304° True and the Sacramento omnirange 233° True radials; Sacramento, Calif., omnirange station; intersection of the Sacramento 097° True and the Reno 208° True radials; to the Reno, Nev., omnirange station.

§ 600.6151 *VOR civil airway No. 151 (Woonsocket, R. I., to Keene, N. H.).* From the point of intersection of the Norwich, Conn., omnirange 043° True and the Gardner omnirange 152° True radials via the Gardner, Mass., omnirange station; to the Keene, N. H., nondirectional radio beacon.

§ 600.6152 *VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.).* From the Tampa, Fla., omnirange station via the Orlando, Fla., omnirange station, including a north alternate via the intersection of the Tampa omnirange 039° True and the Orlando omnirange 258° True radials and also a south alternate via the Lakeland, Fla., omnirange station; to the Daytona Beach, Fla., omnirange station.

§ 600.6153 *VOR civil airway No. 153 (New York, N. Y., to Syracuse, N. Y.).* From the Caldwell, N. Y. omnirange station via the Stillwater, N. J., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; point of intersection of the Binghamton, N. Y., omnirange 071° True and the Syracuse omnirange 149° True radials; to the Syracuse, N. Y., omnirange station.

§ 600.6154 *VOR civil airway No. 154 (Meridian, Miss., to Savannah, Ga.).* From the Meridian, Miss., omnirange station via the intersection of the Meridian omnirange 089° True and the Montgomery omnirange 282° True radials; Montgomery, Ala., omnirange station; Columbus, Ga., omnirange station, including a south alternate via the intersection of the Montgomery omnirange 088° True and the Columbus omnirange 195° True radials; Macon, Ga., omnirange station; to the Savannah, Ga., omnirange station. The portions of this airway which conflict with the Fort Benning restricted area (R-129) are excluded.

§ 600.6155 *VOR civil airway No. 155 (Gordonsville, Va., to Front Royal, Va.).* From the Gordonsville, Va., omnirange station via the direct radial to the point of intersection of the Washington, D. C., terminal omnirange 249° True and the Front Royal omnirange 140° True radials; to the Front Royal, Va., omnirange station.

§ 600.6156 *VOR civil airway No. 156 (Elkins, W. Va., to Gordonsville, Va.).* From the Elkins, W. Va., omnirange station to the Gordonsville, Va., omnirange station.

§ 600.6157 *VOR civil airway No. 157 (Wilmington, N. C., to Richmond, Va.).* From the Wilmington, N. C., omnirange station via the Rocky Mount, N. C., omnirange station; Lawrenceville, Va., omnirange station; to the Richmond, Va., LF radio range station, excluding the portion which overlaps the Camp Pickett restricted area (R-44).

§ 600.6159 *VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.).* From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 338° True and the West Palm Beach omnirange 219° True radials; West Palm Beach, Fla., omnirange station; Vero Beach, Fla., omnirange station; Orlando, Fla., omnirange station; Cross City, Fla., omnirange station; to the Albany, Ga., omnirange station. The portions of this airway which overlap the Sterling restricted areas (R-169 and R-170) are excluded.

§ 600.6160 *VOR civil airway No. 160 (Denver, Colo., to Sidney, Nebr.).* From the Denver, Colo., omnirange station to the Sidney, Nebr., omnirange station.

§ 600.6161 *VOR civil airway No. 161 (Fort Worth, Tex., to Minneapolis, Minn.).* From the Fort Worth (Amon Carter Field), Tex., ILS localizer via the intersection of the Fort Worth (Amon Carter Field) ILS localizer northwest course and the Ardmore omnirange 192° True radial; Ardmore, Okla., omnirange station; Tulsa, Okla., omnirange station; Butler, Mo., omnirange station; Blue Springs, Mo., omnirange station; intersection of the Blue Springs omnirange 016° True and the Lamoni omnirange 175° True radials; Lamoni, Iowa, omnirange station; Des Moines, Iowa, omnirange station; Waterloo, Iowa, omnirange station; Rochester, Minn., omnirange station; intersection of the Rochester omnirange 350° True and the Minneapolis-St. Paul International Airport ILS localizer 121° True course, to the Minneapolis-St. Paul, Minn., International Airport ILS localizer. The portions of this airway which overlap the Lake City restricted area (R-307) are excluded.

§ 600.6162 *VOR civil airway No. 162 (Harrisburg, Pa., to Allentown, Pa.).* From the Harrisburg, Pa., omnirange station via the point of intersection of the Harrisburg omnirange 073° True and the Selinsgrove, Pa., omnirange 133° True radials; direct to the Allentown, Pa., omnirange station, including a south alternate from the Harrisburg omnirange station to the Allentown omnirange station via the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown omnirange 228° True radials.

§ 600.6163 *VOR civil airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.).* That airspace over U. S. territory from the Brownsville, Tex., omnirange station via the intersection of the Brownsville omnirange 339° True and the Alice omnirange 171° True radials; Alice, Tex., omnirange station; San Antonio, Tex., omnirange station; intersection of the San Antonio omnirange 002° True and the Lometa omnirange 173° True radials; Lometa, Tex., omnirange station, including a west alternate via the intersection of the San Antonio omnirange 334° True and the Lometa omnirange 192° True radials; Mineral Wells, Tex., omnirange station; Fort Worth, Tex., omnirange station; Ardmore, Okla., omnirange station; intersection of the Ardmore omnirange 350° True and the Oklahoma City omnirange 137° True radials; to the Oklahoma City omnirange station, including a west alternate from the Ardmore omnirange station to the Oklahoma City omnirange station via the intersection of the Ardmore omnirange 331° True and the Oklahoma City omnirange 180° True radials and also an east alternate from the Ardmore omnirange station to the Oklahoma City omnirange station via the point of intersection of the Oklahoma City omnirange 107° True and the Tulsa, Okla., omnirange 222° True radials. The portions of this airway which conflict with the Corpus Christi restricted area (R-277) are excluded.

§ 600.6164 *VOR civil airway No. 164 (Bradford, Pa., to New York, N. Y.).* From the Bradford, Pa., omnirange station via the intersection of the Bradford omnirange 097° True and the Williamsport omnirange 306° True radials; Williamsport, Pa., omnirange station; point of intersection of the Allentown, Pa. omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials; to the Stroudsburg, Pa., omnirange station, including a south alternate from the Williamsport omnirange station to the Stroudsburg omnirange station via the intersection of the Williamsport omnirange 125° True and the Stroudsburg omnirange 270° True radials.

§ 600.6165 *VOR civil airway No. 165 (Long Beach, Calif., to Coalinga, Calif.).* From the Long Beach, Calif., omnirange station via the intersection of the Long Beach omnirange 346° True and the Palmdale omnirange 200° True radials; Palmdale, Calif., omnirange station; point of intersection of the Palmdale omnirange direct radial to the point of intersection of the Bakersfield, Calif., omnirange 210° True and the Coalinga, Calif., omnirange 153° True radials with the Bakersfield omnirange 149° True radials; Bakersfield, Calif., omnirange station; to the Coalinga, Calif., omnirange station.

§ 600.6166 *VOR civil airway No. 166 (Martinsburg, W. Va., to New York, N. Y.).* From the Martinsburg, W. Va., omnirange station to the West Chester, Pa., omnirange station. From the point of intersection of the Philadelphia, Pa., International Airport ILS localizer 256° True course and the West Chester, Pa., omnirange 170° True radial via the Philadelphia International Airport ILS localizer to the Colts Neck, N. J., omnirange station.

§ 600.6167 *VOR civil airway No. 167 (New York, N. Y., to Hartford, Conn.).* From the point of intersection of the Colts Neck, N. J., omnirange 151° True and the Idlewild omnirange 195° True radials via the Idlewild, N. Y., omnirange station to the Hartford, Conn., omnirange station.

§ 600.6168 *VOR civil airway No. 168 (Selinsgrove, Pa., to Colts Neck, N. J.).* From the Selinsgrove, Pa. omnirange station via the Allentown, Pa. omnirange station; to the Colts Neck, N. J. omnirange station.

§ 600.6169 *VOR civil airway No. 169 (Sidney, Nebr., to Rapid City, S. Dak.).* From the Sidney, Nebr., omnirange station via the intersection of the Sidney omnirange 335° True and the Chadron omnirange 197° True radials; Chadron, Nebr., omnirange station; to the Rapid City, S. Dak., omnirange station, including an east alternate and excluding the portion which overlaps the Scenic restricted area (R–190).

§ 600.6170 *VOR civil airway No. 170 Milwaukee, Wis., to Philadelphia, Pa.).* From the Milwaukee, Wis., omnirange station via the Pullman, Mich., omnirange station; to the Salem, Mich., omnirange station. From the Erie, Pa., omnirange station via the Bradford, Pa., omnirange station, including a north alternate via the intersection of the Erie omnirange 080° True and the Bradford omnirange 308° True radials; Selinsgrove, Pa., omnirange station; to the West Chester, Pa., omnirange station.

§ 600.6171 *VOR civil airway No. 171 (Louisville, Ky., to Madison, Wis.).* From the Louisville, Ky., omnirange station via the Scotland, Ind., omnirange station; Terre Haute, Ind., omnirange station; Peotone, Ill., omnirange station; Joliet, Ill., omnirange station; intersection of the Joliet omnirange 316° True and the Janesville omnirange 157° True radials; Janesville, Wis., omnirange station; to the point of intersection of the Janesville omnirange 339° True and the Lone Rock, Wis., omnirange 103° True radials;

§ 600.6172 *VOR civil airway No. 172 (Des Moines, Iowa, to Chicago, Ill.).* From the Des Moines, Iowa, omnirange station via the intersection of the Des Moines omnirange 071° True and the Polo omnirange 268° True radials; Polo, Ill., omnirange station, including a south alternate from the point of intersection of the Des Moines omnirange 071° True and the Polo omnirange 268° True radials to the Polo omnirange station via the Moline, Ill., omnirange station; intersection of the Polo omnirange 085° True and the Chicago-Midway terminal omnirange 294° True radials; to the Chicago, Ill., Midway Airport terminal omnirange station.

§ 600.6173 *VOR civil airway No. 173 (Springfield, Ill., to Chicago, Ill.).* From the Springfield, Ill., omnirange station via the Roberts, Ill., omnirange station; intersection of the Roberts omnirange 012° True and the Chicago Midway Airport terminal omnirange 198° True radials; to the Chicago, Ill., Midway Airport terminal omnirange station.

§ 600.6174 *VOR civil airway No. 174 (Vichy, Mo., to Washington, D. C.).* From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 069° True and the Troy omnirange 246° True radials; Troy, Ill., omnirange station; Scotland, Ind., omnirange station; Louisville, Ky., omnirange station; York, Ky., omnirange station; Elkins, W. Va., omnirange sation; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D .C., terminal omnirange station.

§ 600.6175 *VOR civil airway No. 175 (Vichy, Mo., to Columbia, Mo.).* From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 321° True and the Columbia omnirange 209° True radials; to the Columbia, Mo., omnirange station.

§ 600.6176 *VOR civil airway No. 176 (Centralia, Ill., to Scotland, Ind.).* From the Centralia, Ill., omnirange station via the intersection of the Centralia omnirange 075° True and the Scotland omnirange 250° True radials; to the Scotland, Ind., omnirange station.

§ 600.6177 *VOR civil airway No. 177 (Chicago, Ill., to Madison, Wis.).* From the Naperville, Ill., omnirange station via the Janesville, Wis., omnirange station; to the point of intersection of the Janesville omnirange 017° True and the Milwaukee, Wis., omnirange 273° True radials.

§ 600.6178 *VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.).* From the Farmington, Mo., omnirange station to the Paducah, Ky., omnirange station, including a south alternate.

§ 600.6179 *VOR civil airway No. 179 (Paducah, Ky., to Centralia, Ill.).* From the Paducah, Ky., omnirange station to the Centralia, Ill., omnirange station.

§ 600.6180 *VOR civil airway No. 180 (Austin, Tex., to Galveston, Tex.).* From the Austin, Tex., omnirange station via the intersection of the Austin omnirange 134° True and the Eagle Lake omnirange 291° True radials; Eagle Lake, Tex., omnirange station; to the Galveston, Tex., omnirange station.

§ 600.6181 *VOR civil airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.).* From the Sioux Falls, S. Dak., omnirange station to the Watertown, S. Dak., omnirange station.

§ 600.6182 *VOR civil airway No. 182 (Portland, Oreg., to Baker, Oreg.).* From the Portland, Oreg., omnirange station via the The Dalles, Oreg., omnirange station; to the Baker, Oreg., omnirange station.

§ 600.6183 *VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.).* From the Santa Barbara, Calif., omnirange station to the Bakersfield, Calif., omnirange station.

§ 600.6184 *VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.).* From the Erie, Pa., omnirange station via the Fitzgerald, Pa., omnirange station; to the Philipsburg, Pa., omnirange station.

§ 600.6185 *VOR civil airway No. 185 (Savannah, Ga., to Knoxville, Tenn.).* From the Savannah, Ga., omnirange station via the intersection of the Savannah omnirange 320° True and the Augusta omnirange 157° True radials; Augusta, Ga., omnirange station; Spartanburg, S. C., omnirange station; Asheville, N. C., omnirange station, including a west alternate from the Augusta omnirange station to the Asheville omnirange station via the intersection of the Augusta omnirange 345° True radials and the Greenville ILS localizer south course, the Greenville, S. C., ILS localizer, and the intersection of the Greenville ILS localizer north course and the Asheville omnirange 189° True radial; intersection of the Asheville omnirange 300° True and the Knoxville omnirange 069° True radials; to the Knoxville, Tenn., omnirange station, including an east alternate from the Asheville omnirange station to the Knoxville omnirange station via the intersection of the Asheville omnirange 329° True and the Knoxville omnirange 069° True radials. The portion of this airway below 5500 feet above mean sea level which overlaps the Camp Gordon Restricted Area (R–124) is excluded.

§ 600.6186 *VOR civil airway No. 186 (St. Louis, Mo., to Vandalia, Ill.).* From the St. Louis, Mo., omnirange station via the intersection of the St. Louis omnirange 032° True and the Vandalia omnirange 273° True radials; to the Vandalia omnirange station.

§ 600.6187 *VOR civil airway No. 187 (Chicago, Ill., to Milwaukee, Wis.).* From the Chicago Heights, Ill., omnirange station via the intersection of the Chicago Heights omnirange 358° True and the Milwaukee omnirange 135° True radials; to the Milwaukee, Wis., omnirange station, including an east alternate via the intersection of the Chicago Heights omnirange 013° True and the Milwaukee omnirange 135° True radials.

§ 600.6188 *VOR civil airway No. 188 (Detroit, Mich., to New York, N. Y.).* That airspace over United States territory from the Carleton, Mich., omnirange station via the Jefferson, Ohio, omnirange station; Fitzgerald, Pa., omnirange station; Williamsport, Pa., omnirange station; via the Williamsport omnirange direct radial to the point of intersection of the Allentown, Pa., omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials; via the Stroudsburg omnirange direct radial to the Stroudsburg, Pa., omnirange station; to the Caldwell, N. J., omnirange station.

§ 600.6190 *VOR civil airway No. 190 (Grants, N. Mex., to Evansville, Ind.).* From the Grants, N. Mex., omnirange station via the intersection of the Grants omnirange 067° True and the Santa Fe omnirange 253° True radials; Santa Fe, N. Mex., omnirange station; Las Vegas, N. Mex., omnirange station; Dalhart, Tex., omnirange station; Gage, Okla., omnirange station; intersection of the Gage omnirange 059° True and the Ponca City omnirange 280° True radials; Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 076° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Farmington, Mo., omnirange station; to the Evansville, Ind., omnirange station.

§ 600.6191 *VOR civil airway No. 191 (Walnut Ridge, Ark., to Milwaukee, Wis.).* From the Walnut Ridge, Ark., omnirange station via the Farmington, Mo., omnirange station; intersection of the Farmington omnirange 351° True and the Troy omnirange 215° True radials; Troy, Ill., omnirange station; Roberts, Ill., omnirange station; intersection of the Roberts omnirange 012° True and the Chicago Midway Airport terminal omnirange 198° True radials; to the Chicago, Ill., Midway Airport terminal omnirange station. From the Chicago, Ill., O'Hare International Airport terminal omnirange station via the point of intersection of the Chicago Heights omnirange 358° True and the Milwaukee omnirange 135° True radials; to the Milwaukee, Wis., omnirange station.

§ 600.6192 *VOR civil airway No. 192 (Grants, N. Mex., to Tucumcari, N. Mex.).* From the Grants, N. Mex., omnirange station via the intersection of the Grants omnirange 136° True and the Corona omnirange 272° True radials; Corona, N. Mex., omnirange station; to the Tucumcari, N. Mex., omnirange station.

§ 600.6193 *VOR civil airway No. 193 (Pullman, Mich., to Traverse City, Mich.).* From the Pullman, Mich., omnirange station via the Grand Rapids, Mich., ILS outer marker; White Cloud, Mich., omnirange station; to the Traverse City, Mich., LF radio range station.

§ 600.6194 *VOR civil airway No. 194 (Royston, Ga., to Norfolk, Va.).* From the point of intersection of the Royston omnirange 270° True and the Norcross, Ga. omnirange 054° True radials via the Royston, Ga. omnirange station; point of intersection of the Royston omnirange 074° True and the Spartansburg, S. C. omnirange 148° True radials; Charlotte, N. C., omnirange station; Raleigh, N. C., omnirange station; Rocky Mount, N. C., omnirange station, including a south alternate via the intersection of the Raleigh omnirange 116° True and the Rocky Mount omnirange 237° True radials; Cofield, N. C., omnirange station; point of intersection of the Cofield omnirange 058° True and the Norfolk ILS localizer southwest course; Norfolk, Va., ILS localizer; to the point of intersection of the Norfolk ILS localizer northeast course and the Norfolk, Va., VAR north course.

§ 600.6195 *VOR civil airway No. 195 (Oakland, Calif., to Red Bluff, Calif.).* From the Oakland, Calif., omnirange station via the Sacramento, Calif., omnirange station; Williams, Calif., omnirange station, including a west alternate from the Oakland omnirange station to the Williams omnirange station via the point of intersection of the Sacramento omnirange 218° True and the Williams omnirange 167° True radials; to the Red Bluff, Calif., omnirange station.

§ 600.6196 *VOR civil airway No. 196 (Rock River, Wyo., to Chadron, Nebr.).* From the Rock River, Wyo., omnirange station to the Chadron, Nebr., omnirange station.

§ 600.6197 *VOR civil airway No. 197 (Toledo, Ohio, to Detroit, Mich.).* From the Waterville, Ohio, omnirange station to the Carleton, Mich., omnirange station.

§ 600.6198 *VOR civil airway No. 198 (San Antonio, Tex., to Galveston, Tex.).* From the San Antonio, Tex., omnirange station via the Eagle Lake, Tex., omnirange station; to the Galveston, Tex., omnirange station.

§ 600.6199 *VOR civil airway No. 199 (Fresno, Calif., to Ukiah, Calif.).* From the Fresno, Calif., omnirange station via the intersection of the Fresno omnirange 287° True and the San Francisco omnirange 111° True radials; San Francisco, Calif., omnirange station; intersection of the San Francisco omnirange 304° True and the Ukiah omnirange 172° True radials; to the Ukiah, Calif., omnirange station.

§ 600.6200 *VOR civil airway No. 200 (Ukiah, Calif., to Reno, Nev.).* From the Ukiah, Calif., omnirange station via the Williams, Calif., omnirange station; intersection of the Williams omnirange 061° True and the Reno omnirange 268° True radials; to the Reno, Nev., omnirange station.

§ 600.6201 *VOR civil airway No. 201 (Los Angeles, Calif., to Pasadena, Calif.).* From the point of intersection of the Los Angeles omnirange 207° True and the Long Beach, Calif., omnirange 250° True radials via the Los Angeles, Calif., omnirange station; thence via the direct radial of the Los Angeles omnirange to the point of its intersection with the Long Beach omnirange 346° True and the Palmdale, Calif., omnirange 200° True radials.

§ 600.6202 *VOR civil airway No. 202 (Tucson, Ariz., to Cochise, Ariz.).* From the Tucson, Ariz., MF radio range station via the point of intersection of a straight line bearing 157° True from the Tucson MF radio range and the Cochise omnirange 257° True radial; to the Cochise, Ariz., omnirange station.

§ 600.6203 *VOR civil airway No. 203 (Albany, N. Y., to Massena, N. Y.).* From the Albany, N. Y., omnirange station to the Massena, N. Y., omnirange station.

§ 600.6204 *VOR civil airway No. 204 (Hoquiam, Wash., to Olympia, Wash.).* From the Hoquiam, Wash., omnirange station to the Olympia, Wash., omnirange station, excluding the airspace above 14,500 feet above mean sea level.

§ 600.6205 *VOR civil airway No. 205 (Springfield, Mo., to Kansas City, Mo.).* From the Springfied, Mo., omnirange station via the Blue Springs, Mo., omnirange station, including a west alternate via the intersecton of the Sprngfield omnirange 316° True and the Blue Springs omnirange 178° True radials; to the Kansas City, Mo., omnirange station. The portion of this airway which overlaps the Lake City restricted area (R–307) is excluded.

§ 600.6206 *VOR civil airway No. 206 (Blue Springs, Mo., to Kirksville, Mo.).* From the Blue Springs, Mo., omnirange station via the intersection of the Blue Springs omnirange 056° True and the Kirksville omnirange 225° True radials; to the Kirksville, Mo., omnirange station. The portion of this airway which overlaps the Lake City Restricted Area (R–307) is excluded.

§ 600.6207 *VOR civil airway No. 207 (Denver, Colo., to Egbert, Wyo.).* From the Denver, Colo., omnirange station to the point of intersection of the Denver omnirange 016° True and the Cheyenne omnirange 098° True radials.

§ 600.6208 *VOR civil airway No. 208 (Los Angeles, Calif., to Needles, Calif.).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 185° True and the Oceanside omnirange 280° True radials; Oceanside, Calif., omnirange station; point of intersection of the Oceanside 101° True and the San Diego, Calif., omnirange 046° True radials; Thermal, Calif., omnirange station; to the Needles, Calif., omnirange station.

§ 600.6209 *VOR civil airway No. 209 (Los Angeles, Calif., to Paso Robles, Calif.).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles, omnirange 301° True and the Fillmore omnirange 163° True radials; Fillmore, Calif., omnirange station; to the Paso Robles, Calif., omnirange station.

§ 600.6210 *VOR civil airway No. 210 (Los Angeles, Calif., to Daggett, Calif.).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials; to the Daggett, Calif., omnirange station.

§ 600.6211 *VOR civil airway No. 211 (Cotulla, Tex., to Junction, Tex.).* From the Cotulla, Tex., omnirange station to the Junction, Tex., omnirange station.

§ 600.6212 *VOR civil airway No. 212 (Ukiah, Calif., to Reno, Nev.).* From the Ukiah, Calif., omnirange station via the intersection of the Ukiah omnirange 172° True and the Williams omnirange 241° True radials; Williams, Calif., omnirange station; point of intersection of the Williams omnirange 104° True and the Sacramento, Calif., omnirange 055° True radials; point of intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; to the Reno, Nev., omnirange station.

§ 600.6213 *VOR civil airway No. 213 (Rocky Mount, N. C., to Boykins, Va.).* From the Rocky Mount, N. C., omnirange station via its direct radial to the point of intersection of the Lawrenceville, Va., omnirange 116° True radial and the southwest course of the Waverly, Va., LF radio range.

§ 600.6215 *VOR civil airway No. 215 (Muskegon, Mich., to White Cloud, Mich.).* From the Muskegon, Mich., omnirange station to the White Cloud, Mich., omnirange station.

§ 600.6216 *VOR civil airway No. 216 (Janesville, Wis., to Saginaw, Mich.).* From the Janesville, Wis., omnirange station via the Muskegon, Mich., omnirange station; to the Saginaw, Mich., nondirectional radio beacon.

§ 600.6217 *VOR civil airway No. 217 (Chicago, Ill., to Green Bay, Wis.).* From the Naperville, Ill., omnirange station via the point of intersection of the Janesville, Wis., omnirange 107° True and the Chicago Heights, Ill., omnirange 342° True radials; point of intersection of the Chicago Heights omnirange 342° True radial and the Milwaukee (General Mitchell Field) ILS localizer front course; Milwaukee, Wis. (General Mitchell Field) ILS localizer; intersection of the Milwaukee (General Mitchell Field) ILS localizer back course and the Green Bay omnirange 165° True radial; to the Green Bay, Wis., omnirange station.

§ 600.6218 *VOR civil airway No. 218 (Chicago, Ill., to Flint, Mich.).* From the point of intersection of the Naperville omnirange 296° True and the Polo, Ill., omnirange 085° True radials via the Naperville, Ill., omnirange station; Keeler, Mich., omnirange station; Lansing, Mich., omnirange station; to the point of intersection of the Lansing omnirange 068° True and the Salem, Mich., omnirange 342° True radials.

§ 600.6219 *VOR civil airway No. 219 (Janesville, Wis., to Milwaukee, Wis.).* From the Janesville, Wis., omnirange station to the point of intersection of the Janesville omnirange 058° True and the Milwaukee, Wis., omnirange 126° True radials.

§ 600.6220 *VOR civil airway No. 220 (Kremmling, Colo., to Akron, Colo.).* From the Kremmling, Colo., omnirange station via the point of intersection of the Kremmling omnirange 081° True and the Denver, Colo., omnirange 334° True radials; to the Akron, Colo., omnirange station.

§ 600.6221 *VOR civil airway No. 221 (Fort Wayne, Ind., to Erie, Pa.).* That airspace over United States territory from the Fort Wayne, Ind., omnirange station via the Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 050° True and the Salem omnirange 257° True radials; Salem, Mich., omnirange station; intersection of the Salem omnirange 079° True and the Erie omnirange 294° True radials; to the Erie, Pa., omnirange station.

§ 600.6222 *VOR civil airway No. 222 (San Antonio, Tex., to Houston, Tex.).* From the San Antonio, Tex., omnirange station via the point of intersection of the Austin, Tex., omnirange 109° True and the College Station, Tex., omnirange 202° True radials; to the Houston, Tex., omnirange station.

§ 600.6223 *VOR civil airway No. 223 (Herndon, Va., to Harrisburg, Pa.).* From the Herndon, Va., omnirange station to the Harrisburg, Pa., omnirange station.

§ 600.6224 *VOR civil airway No. 224 (Detroit, Mich., to United States-Canadian Border).* That airspace over United States territory from the Carleton, Mich., omnirange station to the point of intersection of the Carleton omnirange 076° True and the Erie, Pa., omnirange 280° True radials.

§ 600.6225 *VOR civil airway No. 225 (Key West, Fla., to Vero Beach, Fla.).* From the Key West, Fla., omnirange station via the Fort Myers, Fla., omnirange station to the Vero Beach, Fla., omnirange station. The portions of this airway above 20,000 feet above mean sea level, which overlap the Key West warning area (W-173), are excluded.

§ 600.6226 *VOR civil airway No. 226 (Williamsport, Pa., to New York, N. Y.).* From the Williamsport, Pa., omnirange station via the point of intersection of the Williamsport omnirange 088° True and the Wilkes-Barre-Scranton, Pa., omnirange 238° True radials; Stillwater, N. J., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6227 *VOR civil airway No. 227 (Louisville, Ky., to Indianapolis, Ind.).* From the Louisville, Ky., omnirange station via the intersection of the Louisville omnirange 310° True and the Indianapolis omnirange 185° True radials; to the Indianapolis, Ind., omnirange station.

§ 600.6228 *VOR civil airway No. 228 (Wheeling, Ill., to South Bend, Ind.).* From the Wheeling, Ill., omnirange station to the South Bend, Ind., omnirange station.

§ 600.6229 *VOR civil airway No. 229 (Wilmington, N. C., to Cofield, N. C.).* From the Wilmington, N. C., omnirange station via the New Bern, N. C., omnirange station; to the Cofield, N. C., omnirange station. The portion of this airway above 5,500 feet above mean sea level within 60 miles of a point at latitude 34°54′30″ north, longitude 76°53′00″ west, is excluded daily from sunset to sunrise.

§ 600.6230 *VOR civil airway No. 230 (Salinas, Calif., to Fresno, Calif.).* From the Salinas, Calif., omnirange station to the Fresno, Calif., omnirange station.

§ 600.6231 *VOR civil airway No. 231 (Missoula, Mont., to Ronan, Mont.).* From the Missoula, Mont., omnirange station to the point of intersection of the Missoula omnirange 354° True and the Mullan Pass, Mont., omnirange 089° True radials.

§ 600.6232 *VOR civil airway No. 232 (Hill City, Kans., to Salina, Kans.).* From the Hill City, Kans., omnirange station via the intersection of the Hill City omnirange 093° True and the Salina omnirange 286° True radials; to the Salina, Kans., omnirange station.

§ 600.6233 *VOR civil airway No. 233 (Springfield, Ill., to Moline, Ill.).* From the Springfield, Ill., omnirange via the Peoria, Ill., omnirange station; Bradford, Ill., omnirange station; to the Moline, Ill., omnirange station.

§ 600.6234 *VOR civil airway No. 234 (Anton Chico, N. Mex., to Dalhart, Tex.).* From the Anton Chico, N. Mex., omnirange station via the intersection of the Anton Chico omnirange 067° True and the Dalhart omnirange 243° True radials; to the Dalhart, Tex., omnirange station.

§ 600.6235 *VOR civil airway No. 235 (Utah Lake, Utah, to Fort Bridger, Wyo.).* From the Utah Lake, Utah, omnirange station to the Fort Bridger, Wyo., omnirange station.

§ 600.6236 *VOR civil airway No. 236 (Bonneville, Utah, to Ogden, Utah).* From the Bonneville, Utah, omnirange station via the intersection of the Bonneville omnirange 084° True and the Ogden omnirange 235° True radials; to the Ogden, Utah, omnirange station.

§ 600.6237 *VOR civil airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.).* From the Needles, Calif., omnirange station to the Mormon Mesa, Nev., omnirange station.

§ 600.6238 *VOR civil airway No. 238 (Philadelphia, Pa., to Atlantic City, N. J.).* From the point of intersection of the West Chester, Pa., omnirange 120° True radial and the Philadelphia, Pa., International Airport ILS localizer 256° True course via the Woodstown, N. J., omnirange station; to the point of intersection of the Woodstown omnirange 106° True and Coyle, N. J., omnirange 203° True radials.

§ 600.6239 *VOR civil airway No. 239 (Wildwood, N. J., to Philadelphia, Pa.).* From the point of intersection of the Coyle, N. J., omnirange 203° True and the Woodstown omnirange 154° True radials via the Woodstown, N. J., omnirange station; to the point of intersection of the West Chester, Pa., omnirange 120° True radial and the Philadelphia, Pa., International Airport ILS localizer 256° True course.

§ 600.6240 *VOR civil airway No. 240 (Ship Island, Miss., to Mobile, Ala.).* From the point of intersection of the New Orleans, La., omnirange direct radial to the Pensacola (Saufley Field), Fla., omnirange station and the Mobile omnirange 224° True radial to the Mobile, Ala., omnirange station.

§ 600.6241 *VOR civil airway No. 241 (Crestview, Fla., to Atlanta, Ga.).* From the Crestview, Fla., omnirange station via the intersection of the Crestview omnirange 076° True and the Dothan terminal omnirange 240° True radials; Dothan, Ala., terminal omnirange station; Columbus, Ga., omnirange station; intersection of the Columbus omnirange 018° True and the Atlanta omnirange 232° True radials; to the Atlanta, Ga., omnirange station. The portion of this airway above 19,000 feet above mean sea level, which lies within the Tyndall AFB restricted area (R-336), is excluded daily between sunset and sunrise.

§ 600.6242 *VOR civil airway No. 242 (Mobile, Ala., to Magnolia Springs, Ala.).* From the Mobile, Ala., omnirange station to the point of intersection of the Mobile omnirange 134° True and the New Orleans, La., omnirange direct radial to the Pensacola (Saufley Field), Fla., omnirange station.

§ 600.6243 *VOR civil airway No. 243 (Chattanooga, Tenn. to Bowling Green, Ky.).* From the Chattanooga, Tenn., omnirange station to the Bowling Green, Ky., omnirange station.

§ 600.6245 *VOR civil airway No. 245.* [Unassigned.]

§ 600.6246 *VOR civil airway No. 246 (Dayton, Ohio, to Mansfield, Ohio).* From the Dayton, Ohio, omnirange station to the Mansfield, Ohio, omnirange station.

§ 600.6247 *VOR civil airway No. 247 (Douglas, Wyo., to Crazy Woman, Wyo.).* From the Douglas, Wyo., omnirange station to the Crazy Woman, Wyo., omnirange station.

§ 600.6248 *VOR civil airway No. 248 (Paso Robles, Calif., to Bakersfield, Calif.).* From the Paso Robles, Calif., omnirange station to the Bakersfield, Calif., omnirange station.

§ 600.6249 *VOR civil airway No. 249 (New York, N. Y., to Port Jervis, N. Y.).* From the Caldwell, N. J., omnirange station to the Huguenot, N. Y., omnirange station.

§ 600.6250 *VOR civil airway No. 250 (Bergholz, Ohio, to Fitzgerald, Pa.).* From the point of intersection of the Youngstown, Ohio, omnirange 195° True and the Wheeling, W. Va., omnirange 313° True radials via the Ellwood City, Pa., omnirange station; intersection of the Ellwood City omnirange 054° True and the Fitzgerald omnirange 240° True radials; to the Fitzgerald, Pa., omnirange station.

§ 600.6251 *VOR civil airway No. 251 (Philadelphia, Pa., to New York, N. Y.).* From the West Chester, Pa., omnirange station via the Pottstown, Pa., omnirange station; point of intersection of Pottstown 044° True and the Allentown, Pa., 103° True radials; to the Caldwell, N. J., omnirange station.

§ 600.6252 *VOR civil airway No. 252 (Binghamton, N. Y., to New York, N. Y.).* From the Binghamton, N. Y., omnirange station via the point of intersection of the Binghamton omnirange 130° True and the Wilkes-Barre-Scranton, Pa., omnirange 358° True radials; Huguenot, N. Y., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6253 *VOR civil airway No. 253 (Utah Lake, Utah, to Grantsville, Utah).* From the Utah Lake, Utah, omnirange station to the point of intersection of the Utah Lake omnirange 315° True and the Salt Lake City, Utah, omnirange 265° True radials.

§ 600.6254 *VOR civil airway No. 254 (Reinholds, Pa., to Columbus, N. J.).* From the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown, Pa., omnirange 228° True radials via the Pottstown, Pa., omnirange station; to the point of intersection of the Pottstown omnirange 104° True and the Colts Neck, N. J., omnirange 242° True radials.

§ 600.6255 *VOR civil airway No. 255.* [Unassigned.]

§ 600.6256 *VOR civil airway No. 256 (Reinholds, Pa., to Warrington, Pa.).* From the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown, Pa., omnirange 228° True radials via the Pottstown, Pa., omnirange station; to the point of intersection of the West Chester, Pa., omnirange 051° True and the Pottstown omnirange 083° True radials.

§ 600.6257 *VOR civil airway No. 257.* [Unassigned.]

§ 600.6258 *VOR civil airway No. 258 (Charleston, W. Va., to Roanoke, Va.).* From the Charlestown, W. Va., omnirange station via the point of intersection of the Charleston omnirange 129° True and the Montebello, Va., omnirange 256° True radials; to the Roanoke, Va., terminal omnirange station.

§ 600.6259 *VOR civil airway No. 259.* [Unassigned.]

§ 600.6260 *VOR civil airway No. 260 (Charleston, W. Va., to Roanoke, Va.).* From the Charleston, W. Va., omnirange station via the intersection of the Charleston omnirange 104° True and the Roanoke terminal omnirange 328° True radials; to the Roanoke, Va., terminal omnirange station.

HAWAIIAN VOR CIVIL AIRWAYS

§ 600.6401 *Hawaiian VOR civil airway No. 1.* From the Hilo, Hawaii, T. H., omnirange station to the intersection of the Hilo omnirange 041° True and the Upolu, Hawaii, T. H., omnirange 096° True radials.

§ 600.6402 *Hawaiian VOR civil airway No. 2.* From the Lihue, Kauai, T. H., omnirange station via the intersection of the Lihue omnirange 126° True and the Honolulu omnirange 246° True radials; Honolulu, Oahu, T. H., omnirange station, including a south alternate between the Lihue, Kauai, T. H., omnirange station and the Honolulu, Oahu, T. H., omnirange station via the intersection of the Lihue omnirange 141° True and the Honolulu omnirange 246° True radials; Lanai, T. H., omnirange station, including a south alternate; the intersection of the Lanai omnirange 111° True and the Upolu omnirange 302° True radials; Upolu, Hawaii, T. H., omnirange station, excluding the portion which overlaps Kahoolawe restricted area; the intersection of the Upolu omnirange 096° True and the Hilo omnirange 336° True radials; Hilo, Hawaii, T. H., omnirange station to the intersection of the Hilo 089° True radial and a point 33 statute miles east from the Hilo, Hawaii, T. H., omnirange station.

§ 600.6403 *Hawaiian VOR civil airway No. 3.* From the intersection of the Hilo omnirange 173° True radial and a point 36 statute miles south from the Hilo, Hawaii, T. H., omnirange station via the Hilo, Hawaii, T. H., omnirange station to the intersection of the Hilo omnirange 006° True and the Upolu, Hawaii, T. H., omnirange 096° True radials.

§ 600.6404 *Hawaiian VOR civil airway No. 4.* From the intersection of the Honolulu omnirange 246° True and Lihue, Kauai, T. H., omnirange 186° True radials via the Honolulu, Oahu, T. H., omnirange station to the intersection of the Honolulu omnirange 061° True and the Maui, T. H., omnirange 351° True radials, excluding the portion below 6,000 feet which overlaps the Kaneohe Naval Airspace Reservation. The portion of this airway which overlaps the Waikane Restricted Area (R-496) is excluded.

§ 600.6405 *Hawaiian VOR civil airway No. 5.* From the intersection of the Maui omnirange 191° True and the Lanai, T. H., omnirange 111° True radials via the Maui, T. H., omnirange station, excluding the portion which overlaps the Kahoolawe restricted area, to the intersection of the Maui omnirange 351° True and the Honolulu, Oahu, T. H., omnirange 061° True radials.

§ 600.6406 *Hawaiian VOR civil airway No. 6.* From the Lanai, T. H., omnirange station to the Maui, T. H., omnirange station.

§ 600.6407 *Hawaiian VOR civil airway No. 7.* From the Lanai, T. H., omnirange station to the intersection of the Lanai omnirange 337° True and the Honolulu, Oahu, T. H., omnirange 061° True radials.

§ 600.6408 *Hawaiian VOR civil airway No. 8.* From the intersection of the Maui omnirange 237° True and the Lanai, T. H., omnirange 111° True radials to the Maui, T. H., omnirange station, excluding the portion which overlaps the Kahoolawe restricted area.

§ 600.6409 *Hawaiian VOR civil airway No. 9.* From the intersection of the Honolulu omnirange 179° True and the Lanai, T. H., omnirange 224° True radials to the Honolulu, Oahu, T. H., omnirange station, excluding the portion above 10,000 feet extending from Lat. 20°00′00″ North, to the arc of a circle 25 miles south of a point located at Lat. 21°19′40″ North, Long. 157°59′35″ West.

§ 600.6410 *Hawaiian VOR civil airway No. 10.* From the Upolu, Hawaii, T. H., omnirange station to the intersection of the Upolu omnirange 096° True and the Hilo, Hawaii, T. H., omnirange 041° True radials.

PART 601—DESIGNATION OF CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

Subpart A—Introduction

GENERAL

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601.1 Basis and purpose.
601.2 Explanation of terms.

CONTROL AREAS

601.9 Extent of control areas.
601.10 Designation of control areas.

Subpart B—Colored Civil Airway Control Areas

GREEN CIVIL AIRWAYS

601.11 Green civil airway No. 1 control areas (Particia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).
601.12 Green civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).
601.13 Green civil airway No. 3 control areas (San Francisco, Calif., to New York, N. Y.).
601.14 Green civil airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.).
601.15 Green civil airway No. 5 control areas (Los Angeles, Calif., to Boston, Mass.).
601.16 Green civil airway No. 6 control areas (Laredo, Tex., to Norfolk, Va.).
601.17 Green civil airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).
601.18 Green civil airway No. 8 control areas (Cold Bay, Alaska, to Northway, Alaska).
601.19 Green civil airway No. 9 control areas (Hawaiian Islands).
601.20 Green civil airway No. 10 control areas (United States-Canadian Border to Denver, Colo.).

AMBER CIVIL AIRWAYS

601.101 Amber civil airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).
601.102 Amber civil airway No. 2 control areas (Long Beach, Calif., to Point Barrow, Alaska).
601.103 Amber civil airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.).
601.104 Amber civil airway No. 4 control areas (Brownsville, Tex., to Minot, N. Dak.).
601.105 Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).
601.106 Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).
601.107 Amber civil airway No. 7 control areas (Key West, Fla., to United States-Canadian Border).
601.108 Amber civil airway No. 8 control areas (Los Angeles, Calif., to Ellensburg, Wash.).
601.109 Amber civil airway No. 9 control areas (Charleston, S. C., to Norfolk, Va.).
601.110 Amber civil airway No. 10 control areas (Hawaiian Islands).
601.111 Amber civil airway No. 11 control areas (Hawaiian Islands).
601.112 Amber civil airway No. 12 control areas (Hawaiian Islands).

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601.113 Amber civil airway No. 13 control areas (Washington, D. C., to New York, N. Y.).
601.114 Amber civil airway No. 14 control areas (Washington, D. C., to New York, N. Y.).
601.115 Amber civil airway No. 15 control areas (Washington, D. C., to New York, N. Y.).
601.119 Amber civil airway No. 19 control areas (Washington, D. C., to New York, N. Y.).

RED CIVIL AIRWAYS

601.201 Red civil airway No. 1 control areas (Big Spring, Tex., to San Antonio, Tex.).
601.202 Red civil airway No. 2 control areas (Sheridan, Wyo., to Rapid City, S. Dak.).
601.203 Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.).
601.204 Red civil airway No. 4 control areas (Las Vegas, N. Mex., to Tucumcari, N. Mex.).
601.205 Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.206 Red civil airway No. 6 control areas (Denver, Colo., to Omaha, Nebr.).
601.207 Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.).
601.208 Red civil airway No. 8 control areas (Dayton, Ohio, to Newark, N. J.).
601.209 Red civil airway No. 9 control areas (San Diego, Calif., to Casa Grande, Ariz.).
601.210 Red civil airway No. 10 control areas (Amarillo, Tex., to Charleston, S. C.).
601.211 Red civil airway No. 11 control areas (Enid, Okla., to Boston, Mass.).
601.212 Red civil airway No. 12 control areas (Joliet, Ill., to Erie, Pa.).
601.213 Red civil airway No. 13 control areas (Wheeling, W. Va., to Boston, Mass.).
601.214 Red civil airway No. 14 control areas (Lone Rock, Wis., to Louisville, Ky.).
601.215 Red civil airway No. 15 control areas (Reno, Nev., to Phoenix, Ariz.).
601.216 Red civil airway No. 16 control areas (Tallahassee, Fla., to Raleigh, N. C.)
601.217 Red civil airway No. 17 control areas (St. Louis, Mo., to Baltimore, Md.).
601.218 Red civil airway No. 18 control areas (Indianapolis, Ind., to Washington, D. C.).
601.219 Red civil airway No. 19 control areas (Traverse City, Mich., to Norfolk, Va.).
601.220 Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.).
601.221 Red civil airway No. 21 control areas (New York, N. Y., to Boston, Mass.).
601.222 Red civil airway No. 22 control areas (Mount Clemens, Mich., to Albany, N. Y.).
601.223 Red civil airway No. 23 control areas (United States-Canadian Border to New York, N. Y.).
601.224 Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.).
601.225 Red civil airway No. 25 control areas (United States-Canadian Border to Bangor, Maine).
601.226 Red civil airway No. 26 control areas (Petersburg, Va., to Corapeake, N. C.).

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601.227 Red civil airway No. 27 control areas (Atlanta, Ga., to Detroit, Mich.).
601.228 Red civil airway No. 28 control areas (Rockford, Ill., to Detroit, Mich.).
601.229 Red civil airway No. 29 control areas (Elmira, N. Y., to Baltimore, Md.).
601.230 Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.).
601.231 Red civil airway No. 31 control areas (Cheyenne, Wyo., to La Crosse, Wis.).
601.232 Red civil airway No. 32 control areas (Laredo, Tex., to Houston, Tex.).
601.233 Red civil airway No. 33 control areas (Norfolk, Va., to Boston, Mass.).
601.234 Red civil airway No. 34 control areas (Charleston, W. Va., to Weeksville, N. C.).
601.235 Red civil airway No. 35 control areas (Pueblo, Colo., to St. Joseph, Mo.).
601.236 Red civil airway No. 36 control areas (Rochester, Minn., to La Crosse, Wis.).
601.237 Red civil airway No. 37 control areas (Tyler, Tex., to Gordonsville, Va.).
601.238 Red civil airway No. 38 control areas (Big Spring, Tex., to San Antonio, Tex.).
601.239 Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska).
601.240 Red civil airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska)
601.241 Red civil airway No. 41 control areas (Cape Spencer, Alaska, to Sisters Island, Alaska).
601.242 Red civil airway No. 42 control areas (Milwaukee, Wis., to Aurora, Ill.).
601.243 Red civil airway No. 43 control areas (Chicago, Ill., to LaFayette, Ind.).
601.244 Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border).
601.245 Red civil airway No. 45 control areas (Blackstone, Va., to Lancaster, Pa.).
601.246 Red civil airway No. 46 control areas (United States-Canadian Border to Jamestown, N. Dak.).
601.247 Red civil airway No. 47 control areas (Tampa, Fla., to Daytona Beach, Fla.).
601.248 Red civil airway No. 48 control areas (Helena, Mont., to Livingston, Mont.).
601.249 Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.).
601.250 Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska).
601.251 Red civil airway No. 51 control areas (Blackstone, Va., to Norfolk, Va.).
601.252 Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.).
601.253 Red civil airway No. 53 control areas (Portland, Oreg., to Spokane, Wash.).
601.254 Red civil airway No. 54 control areas (Burley, Idaho, to Salt Lake City, Utah).
601.255 Red civil airway No. 55 control areas (Chicago, Ill., to Columbus, Ohio).
601.256 Red civil airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.).

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601.257 Red civil airway No. 57 control area (Des Moines, Iowa, to Youngstown, Ohio).

601.258 Red civil airway No. 58 control areas (Augusta, Maine, to United States-Canadian Border).

601.259 Red civil airway No. 59 control areas (Garden City, Kans., to Oklahoma City, Okla.).

601.260 Red civil airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.).

601.261 Red civil airway No. 61 control areas (Butler, Pa., to Washington, D. C.).

601.262 Red civil airway No. 62 control areas (Pittsburgh, Pa., to Altoona, Pa.).

601.263 Red civil airway No. 63 control areas (Bangor, Mich., to Jackson, Mich.).

601.264 Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska).

601.265 Red civil airway No. 65 control areas (Los Angeles, Calif., to Hayfield Lake, Calif.).

601.266 Red civil airway No. 66 control areas (Santa Barbara, Calif., to Los Angeles, Calif.).

601.267 Red civil airway No. 67 control areas (Crestview, Fla., to Atlanta, Ga.).

601.268 Red civil airway No. 68 control areas (Midland, Tex., to Shreveport, La.).

601.269 Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.).

601.270 Red civil airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.).

601.271 Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.).

601.272 Red civil airway No. 72 control areas (Millville, N. J., to Paterson, N. J.).

601.273 Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.).

601.274 Red civil airway No. 74 control areas (New Orleans, La., to Bay Minette, Ala.).

601.275 Red civil airway No. 75 control areas (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).

601.276 Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.).

601.277 Red civil airway No. 77 control areas (Greensboro, N. C., to Atlantic City, N. J.).

601.278 Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).

601.279 Red civil airway No. 79 control areas (Neah Bay, Wash., to Everett, Wash.).

601.280 Red civil airway No. 80 control areas (Helena, Mont., to Miles City, Mont.).

601.281 Red civil airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.).

601.282 Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).

601.283 Red civil airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.).

601.284 Red civil airway No. 84 control areas (Meridian, Miss., to Columbus, Ga.).

601.285 Red civil airway No. 85 control areas (Akron, Ohio, to Altoona, Pa.).

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601.286 Red civil airway No. 86 control areas (Millinocket, Maine, to Houlton, Maine).

601.287 Red civil airway No. 87 control areas (Hawaiian Islands).

601.288 Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).

601.289 Red civil airway No. 89 control areas (Quincy, Ill., to Peoria, Ill.).

601.290 Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).

601.291 Red civil airway No. 91 control areas (Dunkirk, N. Y., to Syracuse, N. Y.).

601.292 Red civil airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border).

601.293 Red civil airway No. 93 control areas (Lincoln, Nebr., to Omaha, Nebr.).

601.294 Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.).

601.295 Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.).

601.296 Red civil airway No. 96 control areas (Palacios, Tex., to Baton Rouge, La.).

601.297 Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).

601.298 Red civil airway No. 98 control areas (Vichy, Mo., to Belleville, Ill.).

601.299 Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska.).

601.300 Red civil airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.).

601.301 Red civil airway No. 101 control areas (Biloxi, Miss., to Pensacola, Fla.).

601.302 Red civil airway No. 102 control areas (Louisville, Ky., to Huntington, W. Va.).

601.303 Red civil airway No. 103 control areas (Anchorage, Alaska, to Middelton Island, Alaska).

601.304 Red civil airway No. 104 control areas (Greensboro, N. C., to Raleigh, N. C.).

601.305 Red civil airway No. 105 control areas (Wichita, Kans., to Neosho, Mo.).

601.306 Red civil airway No. 106 control areas (Scottsbluff, Nebr., to North Platte, Nebr.).

601.307 Red civil airway No. 107 control areas (Stanton, Minn., to Red Wing, Minn.).

601.308 Red civil airway No. 108 control areas (Promontory Point, Utah, to Fort Bridger, Wyo.).

601.309 Red civil airway No. 109 control areas (Portland, Oreg., to Spokane, Wash.).

601.310 Red civil airway No. 110 control areas (Mobile, Ala., to Pensacola, Fla.).

601.312 Red civil airway No. 112 control areas (Albany, N. Y., to Westfield, Mass.).

BLUE CIVIL AIRWAYS

601.601 Blue civil airway No. 1 control areas (Miami, Fla., to Tampa, Fla.).

601.602 Blue civil airway No. 2 control areas (Montgomery, Ala., to Erie, Pa.).

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601.603 Blue civil airway No. 3 control areas (Miami, Fla., to Sault Ste. Marie, Mich.).

601.604 Blue civil airway No. 4 control areas (Boston, Mass., to United States-Canadian Border).

601.605 Blue civil airway No. 5 control areas (Galveston, Tex., to Wichita, Kans.).

601.606 Blue civil airway No. 6 control areas (Abilene, Tex., to Muskegon, Mich.).

601.607 Blue civil airway No. 7 control areas (Hollister, Calif., to Williams, Calif.).

601.608 Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).

601.609 Blue civil airway No. 9 control areas (Springfield, Mo., to United States-Canadian Border).

601.610 Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.).

601.611 Blue civil airway No. 11 control areas (Findlay, Ohio, to Dunkirk, N. Y.).

601.613 Blue civil airway No. 13 control areas (Houston, Tex., to Des Moines, Iowa).

601.614 Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).

601.615 Blue civil airway No. 15 control areas (Huntington, W. Va., to Youngstown, Ohio).

601.616 Blue civil airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.).

601.617 Blue civil airway No. 17 control areas (Bangor, Maine, to Presque Isle, Maine).

601.618 Blue civil airway No. 18 control areas (Philadelphia, Pa., to United States-Canadian Border).

601.619 Blue civil airway No. 19 control areas (Key West, Fla., to Orlando, Fla.).

601.620 Blue civil airway No. 20 control areas (Millville, N. J., to Allentown, Pa.).

601.622 Blue civil airway No. 22 control areas (Memphis, Tenn., to Wichita, Kans.).

601.623 Blue civil airway No. 23 control areas (Norfolk, Va., to Chincoteague, Va.).

601.625 Blue civil airway No. 25 control areas (Middleton Island, Alaska, to Big Delta, Alaska).

601.626 Blue civil airway No. 26 control areas (Anchorage, Alaska, to Fairbanks, Alaska).

601.627 Blue civil airway No. 27 control area (Kodiak, Alaska, to Kotzebue, Alaska).

601.628 Blue civil airway No. 28 control areas (Charleston, S. C., to Bulls Gap, Tenn.).

601.629 Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.).

601.630 Blue civil airway No. 30 control areas (Brownsville, Tex., to Pueblo, Colo.).

601.631 Blue civil airway No. 31 control areas (Burlington, Iowa, to Madison, Wis.).

601.632 Blue civil airway No. 32 control areas (Anchorage, Alaska, to Talkeetna, Alaska).

601.633 Blue civil airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.).

601.634 Blue civil airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.).

601.635 Blue civil airway No. 35 control areas (Oxnard, Calif., to Bakersfield, Calif.).

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601.636 Blue civil airway No. 36 control areas (Akron, Colo., to Kimball, Nebr.).
601.637 Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).
601.638 Blue civil airway No. 38 control areas (Five Finger, Alaska, to United States-Canadian Border).
601.639 Blue civil airway No. 39 control areas (Savannah, Ga., to Elmira, N. Y.).
601.640 Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.).
601.641 Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border).
601.642 Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.).
601.643 Blue civil airway No. 43 control areas (Nenana, Alaska, to Nenabank, Alaska).
601.644 Blue civil airway No. 44 control areas (Indianapolis, Ind., to United States-Canadian Border).
601.645 Blue civil airway No. 45 control areas (Greenfield, Mass., to Newport, Vt.).
601.646 Blue civil airway No. 46 control areas (Memphis, Tenn., to Paducah, Ky.).
601.647 Blue civil airway No. 47 control areas (Blackstone, Va., to Dunkirk, N. Y.).
601.648 Blue civil airway No. 48 control areas (Marathon, Fla., to Miami, Fla.).
601.649 Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.).
601.651 Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).
601.652 Blue civil airway No. 52 control areas (Paso Robles, Calif., to Fresno, Calif.).
601.653 Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).
601.654 Blue civil airway No. 54 control areas (Evergreen, Calif., to Hamilton AFB, Calif.).
601.655 Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).
601.656 Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).
601.657 Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho).
601.658 Blue civil airway No. 58 control areas (Nantucket, Mass., to Squantum, Mass.).
601.660 Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).
601.663 Blue civil airway No. 63 control areas (Concord, N. H., to Berlin, N. H.).
601.664 Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).
601.665 Blue civil airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska).
601.666 Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).
601.667 Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).
601.668 Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).
601.669 Blue civil airway No. 69 control areas (St. Louis, Mo., to Quincy, Ill.).

Sec.
601.670 Blue civil airway No. 70 control areas (Waco, Tex., to Tulsa, Okla.).
601.671 Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).
601.672 Blue civil airway No. 72 control areas (Enid, Okla., to Wichita, Kans.).
601.675 Blue civil airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border).
601.676 Blue civil airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).
601.678 Blue civil airway No. 78 control areas (Spring Bay, Utah, to Malad City, Idaho).
601.679 Blue civil airway No. 79 control areas (Annette Island, Alaska, to United States-Canadian Border).
601.680 Blue civil airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska).
601.681 Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).
601.684 Blue civil airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine).
601.685 Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).
601.686 Blue civil airway No. 86 control areas (Goshen, Ind., to Fort Wayne, Ind.).
601.687 Blue civil airway No. 87 control areas (Lexington, Ky., to Dayton, Ohio).

Subpart C—Control Area Extensions

601.1001 Control area extension (Moses Lake, Wash.).
601.1002 Control area extension (Austin, Tex.).
601.1003 Control area extension (Corinne, Utah).
601.1004 Control area extension (Brownsville, Tex.).
601.1005 Control area extension (Jacksonville, Fla.).
601.1006 Control area extension (Lake Charles, La.).
601.1007 Control area extension (Laredo, Tex.).
601.1008 Control area extension (Savannah, Ga.).
601.1009 Control area extension (Augusta, Ga.).
601.1010 Control area extension (Greenwood, S. C.).
601.1011 Control area extension (Daytona Beach, Fla.).
601.1012 Control area extension (Florence, S. C.).
601.1013 Control area extension (Fort Myers, Fla.).
601.1014 Control area extension (Greenville, S. C.). (Greenville-Charlotte-Greensboro area).
601.1015 Control area extension (Greenwood, Miss.).
601.1016 Control area extension (Augusta, Ga.).
601.1017 Control area extension (Newberg, Oreg.).
601.1018 Control area extension (Meridian, Miss.).
601.1019 Control area extension (Nashville, Tenn.).
601.1020 Control area extension (Macon, Ga.).
601.1021 Control area extension (Belleville, Ill.).
601.1022 Control area extension (West Palm Beach, Fla.).
601.1023 Control area extension (Akron, Colo.).
601.1024 Control area extension (Burlington, Iowa).

Sec.
601.1025 Control area extension (New Orleans, La.).
601.1026 Control area extension (Grand Island, Nebr.).
601.1027 Control area extension (Kansas City, Mo.).
601.1028 Control area extension (Monroe, La.).
601.1029 Control area extension (Corpus Christi, Tex.).
601.1030 Control area extension (Victorville, Calif.).
601.1031 Control area extension (North Platte, Nebr.).
601.1032 Control area extension (Kotzebue, Alaska).
601.1033 Control area extension (St. Joseph, Mo.).
601.1034 Control area extension (Springfield, Mo.).
601.1035 Control area extension (Little Rock, Ark.).
601.1036 Control area extension (West Palm Beach, Fla.).
601.1037 Control area extension (Pensacola, Fla.).
601.1038 Control area extension (Great Falls, Mont.).
601.1039 Control area extension (Portland, Oreg.).
601.1040 Control area extension (Medford, Oreg.).
601.1041 Control area extension (Boise, Idaho).
601.1042 Control area extension (Columbus, Ohio).
601.1043 Control area extension (Bowling Green, Ky.).
601.1044 Control area extension (Ypsilanti, Mich.).
601.1045 Control area extension (Presque Isle, Maine).
601.1046 Control area extension (Falfurrias, Tex.).
601.1047 Control area extension (Bangor, Maine).
601.1048 Control area extension (Red Bluff, Calif.).
601.1049 Control area extension (Utica, N. Y.).
601.1050 Control area extension (Bakersfield, Calif.).
601.1051 Control area extension (Portland, Maine).
601.1052 Control area extension (Atlanta, Ga.).
601.1053 Control area extension (Houston, Tex.). (Beaumont-Palacios-Houston area).
601.1054 Control area extension (Sinclair, Wyo.).
601.1055 Control area extension (Elmira, N. Y.).
601.1056 Control area extension (Buffalo, N. Y.).
601.1057 Control area extension (Binghamton, N. Y.).
601.1058 Control area extension (Martinsburg, W. Va.).
601.1059 Control area extension (Lynchburg, Va.).
601.1060 Control area extension (Elkins, W. Va.).
601.1061 Control area extension (Mt. Clemens, Mich.).
601.1062 Control area extension (Raleigh, N. C.).
601.1063 Control area extension (Roanoke, Va.).
601.1064 Control area extension (Chicopee Falls, Mass.).
601.1065 Control area extension (Biloxi, Miss.).
601.1066 Control area extension (New York, N. Y.).
601.1067 Control area extension (Dayton, Ohio).
601.1068 Control area extension (Riverside, Calif.).
601.1069 Control area extension (Santa Barbara, Calif.).

Sec.
601.1070 Control area extension (Oceanside, Calif.).
601.1071 Control area extension (Burbank, Calif.).
601.1072 Control area extension (Sumter, S. C.).
601.1073 Control area extension (Fresno, Calif.).
601.1074 Control area extension (Los Angeles, Calif.).
601.1075 Control area extension (Ada, Okla.).
601.1076 Control area extension (Phoenix, Ariz.).
601.1077 Control area extension (Elko, Nev.).
601.1078 Control area extension (Reno, Nev.).
601.1079 Control area extension (Rock Springs, Wyo.).
601.1080 Control area extension (Louisville, Ky.).
601.1081 Control area extension (Windsor Locks, Conn.).
601.1082 Control area extension (Montgomery, Ala.).
601.1083 Control area extension (Bartlesville, Okla.).
601.1084 Control area extension (Quincy, Ill.).
601.1085 Control area extension (Edwards Air Force Base, Calif.).
601.1086 Control area extension (Memphis, Tenn.).
601.1087 Control area extension (Akron, Ohio).
601.1088 Control area extension (Alexandria, Minn.).
601.1089 Control area extension (Cincinnati, Ohio).
601.1090 Control area extension (Lawrence, Mass.).
601.1091 Control area extension (Detroit, Mich.).
601.1092 Control area extension (Dickinson, N. Dak.).
601.1093 Control area extension (Fargo, N. Dak.).
601.1094 Control area extension (Flint, Mich.).
601.1095 Control area extension (Fort Wayne, Ind.).
601.1096 Control area extension (Glenview, Ill.).
601.1097 Control area extension (Grand Forks, N. Dak.).
601.1098 Control area extension (Casper, Wyo.).
601.1099 Control area extension (Indianapolis, Ind.).
601.1100 Control area extension (Lone Rock, Wis.).
601.1101 Control area extension (Madison, Wis.).
601.1102 Control area extension (Minneapolis, Minn.).
601.1103 Control area extension (Minot, N. Dak.).
601.1104 Control area extension (Rockford, Ill.).
601.1105 Control area extension (Muskegon, Mich.).
601.1106 Control are extension (Whidbey Island, Wash.).
601.1107 Control area extension (Topeka, Kans.).
601.1108 Control area extension (Salina, Kans.).
601.1109 Control area extension (Goodland, Kans.).
601.1110 Control area extension (Hobbs, N. Mex.).
601.1111 Control area extension (San Diego, Calif.).
601.1112 Control area extension (Fort Dix, N. J.).
601.1113 Control area extension (San Francisco, Calif.).
601.1114 Control area extension (Bettles, Alaska).

Sec.
601.1115 Control area extension (Dodge City, Kans.).
601.1116 Control area extension (Hutchinson, Kans.).
601.1117 Control area extension (Grosse Ile, Mich.).
601.1118 Control area extension (Grand Junction, Colo.).
601.1119 Control area extension (St. Louis, Mo.).
601.1120 Control area extension (Cedar Rapids, Iowa).
601.1121 Control area extension (White Plains, N. Y.).
601.1122 Control area extension (Tri-City, Tenn.).
601.1123 Control area extension (Birmingham, Ala.).
601.1124 Control area extension (Eugene, Oreg.).
601.1125 Control area extension (Tallahassee, Fla.).
601.1126 Control area extension (Knoxville, Tenn.).
601.1127 Control area extension (Pasco, Wash.).
601.1128 Control area extension (Jackson, Miss.).
601.1129 Control area extension (Washington, D. C.).
601.1130 Control area extension (Spokane, Wash.).
601.1131 Control area extension (Sitka, Alaska).
601.1132 Control area extension (West Palm Beach, Fla.).
601.1133 Control area extension (Seattle, Wash.).
601.1134 Control area extension (Columbus, Ga.).
601.1135 Control area extension (Marianna, Fla.).
601.1136 Control area extension (San Juan, P. R.).
601.1137 Control area extension (Big Spring, Tex.).
601.1138 Control area extension (Orlando, Fla.).
601.1139 Control area extension (Lexington, Ky.).
601.1140 Control area extension (Youngstown, Ohio).
601.1141 Control area extension (Boston, Mass.).
601.1142 Control area extension (Boston, Mass.).
601.1143 Control area extension (Nantucket, Mass.).
601.1144 Control area extension (Nantucket, Mass.).
601.1145 Control area extension (Nantucket, Mass.).
601.1146 Control area extension (New York, N. Y.).
601.1147 Control area extension (New York, N. Y.).
601.1148 Control area extension (Millville, N. J.).
601.1149 Control area extension (Norfolk, Va.)
601.1150 Control area extension (Wilmington, N. C.).
601.1151 Control area extension (Wilmington, N. C.).
601.1152 Control area extension (Charleston, S. C.).
601.1153 Control area extension (Jacksonville, Fla.).
601.1154 Control area extension (Bismarck, N. Dak.).
601.1155 Control area extension (Omaha, Nebr.).
601.1156 Control area extension (Albany, Ga.).
601.1157 Control area extension (Chicago, Ill.).
601.1158 Control area extension (Cleveland, Ohio).
601.1159 Control area extension (Moline, Ill.).

Sec.
601.1160 Control area extension (South Bend, Ind.).
601.1161 Control area extension (Chicago, Ill.).
601.1162 Control area extension (Danville, Va.).
601.1163 Control area extension (Vero Beach, Fla.).
601.1164 Control area extension (Quonset Point, R. I.).
601.1165 Control area extension (Oakland, Calif.).
601.1166 Control area extension (Mobile, Ala.).
601.1167 Control area extension (Ontario, Oreg.).
601.1168 Control area extension (Ponca City, Okla.).
601.1169 Control area extension (Idlewild, N. Y.).
601.1170 Control area extension (Owensboro, Ky.).
601.1171 Control area extension (El Paso, Tex.).
601.1172 Control area extension (Rantoul, Ill.).
601.1173 Control area extension (San Francisco, Calif.).
601.1174 Control area extension (Santa Ana, Calif.).
601.1175 Control area extension (Charleston, S. C.).
601.1176 Control area extension (Santa Barbara, Calif.) (Santa Barbara-Honolulu rhumb line route).
601.1177 Control area extension (Long Beach, Calif.) (Long Beach-Honolulu route).
601.1178 Control area extension (Honolulu, T. H.).
601.1179 Control area extension (Hilo, T. H.).
601.1180 Control area extension (San Antonio, Tex.).
601.1181 Control area extension (Elizabeth City, N. C.).
601.1182 Control area extension (Enid, Okla.).
601.1183 Control area extension (Wake Island).
601.1184 Control area extension (Douglas, Ariz.).
601.1185 Control area extension (Utah Lake, Utah).
601.1186 Control area extension (Tucson, Ariz.).
601.1187 Control area extension (Jackson, Mich.).
601.1188 Control area extension (Milwaukee, Wis.).
601.1189 Control area extension (Daggett, Calif.).
601.1190 Control area extension (Fairfield, Calif.).
601.1191 Control area extension (Thermal, Calif.).
601.1192 Control area extension (Merced, Calif.).
601.1193 Control area extension (Monterey, Calif.).
601.1194 Control area extension (Sacramento, Calif.).
601.1195 Control area extension (San Angelo, Tex.).
601.1196 Control area extension (Yuma, Ariz.).
601.1197 Control area extension (Dubois, Idaho).
601.1198 Control area extension (Idaho Falls, Idaho).
601.1199 Control area extension (St. Cloud, Minn.).
601.1200 Control area extension (Columbia, S. C.).
601.1201 Control area extension (Saginaw, Mich.).
601.1202 Control area extension (Tucumcari, N. Mex.).
601.1203 Control area extension (Stuttgart, Ark.).

Sec.
601.1204 Control area extension (Zuni, N. Mex.).
601.1205 Control area extension (Albuquerque, N. Mex.).
601.1206 Control area extension (Midland, Tex.).
601.1207 Control area extension (Carlsbad, N. Mex.).
601.1208 Control area extension (Salt Flat, Tex.).
601.1209 Control area extension (Columbus, N. Mex.).
601.1210 Control area extension (Olathe, Kans.).
601.1211 Control area extension (Dallas, Tex.).
601.1212 Control area extension (White Sulphur Springs, W. Va.).
601.1213 Control area extension (Chatsworth, Calif.).
601.1214 Control area extension (Brownsville, Tex.).
601.1215 Control area extension (Galveston, Tex.).
601.1216 Control area extension (New Orleans, La.).
601.1217 Control area extension (Kodiak, Alaska).
601.1218 Control area extension (Homer, Alaska).
601.1219 Control area extension (Pensacola, Saufley Field, Ala.).
601.1220 Control area extension (Johnstown, Pa.).
601.1221 Control area extension (Dothan, Ala.).
601.1222 Control area extension (Pine Bluff, Ark.).
601.1223 Control area extension (Miramar, Calif.).
601.1224 Control area extension (Philipsburg, Pa.).
601.1225 Control area extension (Erie, Pa.).
601.1226 Control area extension (Tampa, Fla.).
601.1227 Control area extension (Lovelock, Nev.).
601.1228 Control area extension (Tampa, Fla.).
601.1229 Control area extension (Atterbury, Ind.).
601.1230 Control area extension (Miami, Fla.).
601.1231 Control area extension (Newport, Vt.).
601.1232 Control area extension (Miami, Fla.).
601.1233 Control area extension (Key West, Fla.).
601.1234 Control area extension (Marathon, Fla.).
601.1235 Control area extension (West Palm Beach, Fla.).
601.1236 Control area extension (Seattle, (Clear Lake), Wash.).
601.1237 Control area extension (Waco, Tex.).
601.1238 Control area extension (Amarillo, Tex.).
601.1239 Control area extension (Lubbock, Tex.).
601.1240 Control area extension (Tyler, Tex.).
601.1241 Control area extension (Tulsa, Okla.).
601.1242 Control area extension (Stockton, Calif.).
601.1243 Control area extension (La Crosse, Wis.).
601.1244 Control area extension (Terre Haute, Ind.).
601.1245 Control area extension (Port Allen, Kauai, T. H.).
601.1246 Control area extension (Evansville, Ind.).
601.1247 Control area extension (Las Vegas, Nev.).
601.1248 Control area extension (Richmond, Va.).
601.1249 Control area extension (Aberdeen, S. Dak.).

Sec.
601.1250 Control area extension (Jamestown, N. Dak.).
601.1251 Control area extension (Mansfield, Ohio).
601.1252 Control area extension (Janesville, Wis.).
601.1253 Control area extension (Bradford, Ill.).
601.1254 Control area extension (Pontiac, Ill.).
601.1255 Control area extension (Findlay, Ohio).
601.1256 Control area extension (Pittsburgh, Pa.).
601.1257 Control area extension (Goshen, Ind.).
601.1258 Control area extension (Lafayette, Ind.).
601.1259 Control area extension (Huron, S. Dak.).
601.1260 Control area extension (Altus, Okla.).
601.1261 Control area extension (Lansing, Mich.).
601.1262 Control area extension (Mason City, Iowa).
601.1263 Control area extension (Rochester, Minn.).
601.1264 Control area extension (Dyersburg, Tenn.).
601.1265 Control area extension (Edenton, N. C.).
601.1266 Control area extension (Litchfield, Mich.).
601.1267 Control area extension (Springfield, Ill.).
601.1268 Control area extension (Sioux Falls, S. Dak.).
601.1269 Control area extension (Watertown, S. Dak.).
601.1270 Control area extension (Harrisburg, Pa.).
601.1271 Control area extension (Front Royal, Va.).
601.1272 Control area extension (Baltimore, Md.).
601.1273 Control area extension (Syracuse, N. Y.).
601.1274 Control area extension (Niagara Falls, N. Y.).
601.1275 Control area extension (Fairbanks, Alaska).
601.1276 Control area extension (Cheyenne, Wyo.).
601.1277 Control area extension (Denver, Colo.).
601.1278 Control area extension (Des Moines, Iowa).
601.1279 Control area extension (Rapid City, S. Dak.).
601.1280 Control area extension (Sheridan, Wyo.).
601.1281 Control area extension (Pueblo, Colo.).
601.1282 Control area extension (Wichita, Kans.).
601.1283 Control area extension (Toledo, Wash.).
601.1284 Control area extension (Oklahoma City, Okla.).
601.1285 Control area extension (Shreveport, La.).
601.1286 Control area extension (Fort Worth, Tex.).
601.1287 Control area extension (Houghton, Mich.).
601.1288 Control area extension (Sault Ste. Marie, Mich.).
601.1289 Control area extension (Valparaiso, Fla.).
601.1290 Control area extension (Joplin, Mo.).
601.1291 Control area extension (Garden City, Kans.).
601.1292 Control area extension (Manakin, Va.).
601.1293 Control area extension (Fort Smith, Ark.).
601.1294 Control area extension (Everett, Wash.).

Sec.
601.1295 Control area extension (Falmouth, Mass.).
601.1296 Control area extension (Nantucket, Mass.).
601.1297 Control area extension (Paducah, Ky.).
601.1298 Control area extension (Promontory Point, Utah).
601.1299 Control area extension (Valdosta, Ga.).
601.1300 Control area extension (Prescott, Ariz.).
601.1301 Control area extension (Winslow, Ariz.).
601.1302 Control area extension (Lawton, Okla.).
601.1303 Control area extension (Albany, N. Y.).
601.1304 Control area extension (Poughkeepsie, N. Y.).
601.1305 Control area extension (Wilton, Conn.).
601.1306 Control area extension (Mountain Home, Idaho).
601.1307 Control area extension (Minchumina, Alaska).
601.1308 Control area extension (Gustavus, Alaska).
601.1309 Control area extension (Kodiak, Alaska).
601.1310 Control area extension (Anchorage, Alaska).
601.1311 Control area extension (Oscoda, Mich.).
601.1312 Control area extension (Zanesville, Ohio).
601.1313 Control area extension (Sioux City, Iowa).
601.1314 Control area extension (Kirksville, Mo.).
601.1315 Control area extension (Emporia, Kans.).
601.1316 Control area extension (La Junta, Colo.).
601.1317 Control area extension (Tuscaloosa, Ala.).
601.1318 Control area extension (Muscle Shoals, Ala.).
601.1319 Control area extension (Key West, Fla.).
601.1320 Control area extension (Cross City, Fla.).
601.1321 Control area extension (Brunswick, Ga.).
601.1322 Control area extension (Alice, Tex.).
601.1323 Control area extension (Dallas, Tex.) (Dallas-Houston-Austin area).
601.1324 Control area extension (Brunswick, Maine).
601.1325 Control area extension (Tampa, Fla.).
601.1326 Control area extension (Fortuna, Calif.).
601.1327 Control area extension (Crescent City, Calif.).
601.1328 Control area extension (Oxnard, Calif.).
601.1329 Control area extension (Malden, Mo.).
601.1330 Control area extension (Sherman, Tex.).
601.1331 Control area extension (Tacoma, Wash.).
601.1332 Control area extension (Santa Maria, Calif.).
601.1333 Control area extension (Nome, Alaska).
601.1334 Control area extension (Del Rio, Tex.).
601.1335 Control area extension (Lafayette, La.).
601.1336 Control area extension (Eau Claire, Wis.).
601.1337 Control area extension (Wausau, Wis.).
601.1338 Control area extension (Green Bay, Wis.).
601.1339 Control area extension (Oshkosh, Wis.).

Sec.
601.1340 Control area extension (Miles City, Mont.).
601.1341 Control area extension (Dover, Del.).
601.1342 Control area extension (Sanford, Fla.).
601.1343 Control area extension (Juneau, Alaska).
601.1344 Control area extension (Laconia, N. H.).
601.1345 Control area extension (Rockland, Maine).
601.1346 Control area extension (Bar Harbor, Maine).
601.1347 Control area extension (Colorado Springs, Colo.).
601.1348 Control area extension (Twin Falls, Idaho).
601.1349 Control area extension (Redmond, Oreg.).
601.1350 Control area extension (Kodiak, Alaska).
601.1351 Control area extension (Philadelphia, Pa.).
601.1352 Control area extension (Sedalia, Mo.).
601.1353 Control area extension (Charleston, W. Va.).
601.1354 Control area extension (Salem, Oreg.).
601.1355 Control area extension (Berlin, N. H.).
601.1356 Control area extension (Greenville, Miss.).
601.1357 Control area extension (Fallon, Nev.).
601.1358 Control area extension (Midway Island).
601.1359 Control area extension (Childress, Tex.).
601.1360 Control area extension (Abilene, Tex.).
601.1361 Control area extension (Cotulla, Tex.).
601.1362 Control area extension (Dalhart, Tex.).
601.1363 Control area extension (Lufkin, Tex.).
601.1364 Control area extension (Texarkana, Ark.).
601.1365 Control area extension (Walnut Ridge, Ark.).
601.1366 Control area extension (Gage, Okla.).
601.1367 Control area extension (Wink, Tex.).
601.1368 Control area extension (Greensboro, N. C.).
601.1369 Control area extension (Myrtle Beach, S. C.).
601.1370 Control area extension (Wilmington, N. C.).
601.1371 Control area extension (Hyannis, Mass.).
601.1372 Control area extension (Los Angeles, Calif.).
601.1373 Control area extension (Chattanooga, Tenn.).
601.1374 Control area extension (Limestone, Maine).
601.1375 Control area extension (Manchester, N. H.).
601.1376 Control area extension (Victoria, Tex.).
601.1377 Control area extension (Boston, Mass.).
601.1378 Control area extension (Wilmington, Del.).
601.1379 Control area extension (Waterloo, Iowa).
601.1380 Control area extension (Kaneohe, Oahe, T. H.).
601.1381 Control area extension (Kwajalein Island).
601.1382 Control area extension (Wake Island).
601.1383 Control area extension (Guam Island).
601.1384 Control area extension (Hopkinsville, Ky.).

Sec.
601.1385 Control area extension (Rome, N. Y.).
601.1386 Control area extension (Orlando, Fla.).
601.1387 Control area extension (Blytheville, Ark.).
601.1388 Control area extension (Fort Bragg, N. C.).
601.1389 Control area extension (Miami, Fla.).
601.1390 Control area extension (Oahu-Molokai, T. H.).
601.1391 Control area extension (Gettysburg, Pa.).
601.1392 Control area extension (Ogden, Utah).
601.1393 Control area extension (Roswell, N. Mex.).
601.1394 Control area extension (Williams, Calif.).
601.1395 Control area extension (Plattsburg, N. Y.).
601.1396 Control area extension (Asheville, N. C.).
601.1397 Control area extension (Cordova, Alaska).
601.1398 Control area extension (Anchorage, Alaska).
601.1399 Control area extension (Clovis, N. Mex.).
601.1400 Control area extension (King Salmon, Alaska) (King Salmon-Shemya route).
601.1401 Control area extension (King Salmon, Alaska) (King Salmon-Adak route).
601.1402 Control area extension (Middleton Island, Alaska).
601.1403 Control area extension (Yakatoga, Alaska).
601.1404 Control area extension (Pierre, S. Dak.).
601.1405 Control area extension (Peru, Ind.).
601.1406 Control area extension (Milton, Fla.).
601.1407 Control area extension (Crestview, Fla.).
601.1408 Control area extension (Miami, Fla.).
601.1409 Control area extension (Huntsville, Ala.).
601.1410 Control area extension (Portsmouth, N. H.).
601.1411 Control area extension (Iwo Jima, Volcano Islands).
601.1412 Control area extension (Marysville, Calif.).
601.1413 Control area extension (Eniwetok Island).
601.1415 Control area extension (Fortuna, Calif.).
601.1416 Control area extension (Salt Lake City, Utah).

Subpart D—Control Zones

601.1981 Scope of control zones.
601.1982 Designation of control zones.
601.1983 Three mile radius zones.
601.1984 Five mile radius zones.

ADDITIONAL CONTROL ZONES

601.2001 Albany, N. Y., control zone.
601.2002 Augusta, Maine, control zone.
601.2003 Baltimore, Md., control zone.
601.2004 Bangor, Maine, control zone.
601.2005 Boston, Mass., control zone.
601.2006 Buffalo, N. Y., control zone.
601.2007 Burlington, Vt., control zone.
601.2008 Concord, N. H., control zone.
601.2009 Erie, Pa., control zone.
601.2010 Harrisburg, Pa., control zone.
601.2011 Hartford, Conn., control zone.
601.2012 Millinocket, Maine, control zone.
601.2013 Newark, N. J., control zone.
601.2014 Norfolk, Va., control zone.
601.2015 Philadelphia, Pa., control zone.
601.2016 Wheeling, W. Va., control zone.
601.2017 Pittsburgh, Pa., control zone.

Sec.
601.2018 Portland, Maine, control zone.
601.2019 Providence, R. I., control zone.
601.2020 Richmond, Va., control zone.
601.2021 Rochester, N. Y., control zone.
601.2022 Washington, D. C., control zone.
601.2023 Albuquerque, N. Mex., control zone.
601.2024 Amarillo, Tex., control zone.
601.2025 Big Spring, Tex., control zone.
601.2026 Brownsville, Tex., control zone.
601.2027 Dallas, Tex., control zone.
601.2028 El Paso, Tex., control zone.
601.2029 Fort Worth, Tex., control zone.
601.2030 Galveston, Tex., control zone.
601.2031 Houston, Tex., control zone.
601.2032 Laredo, Tex., control zone.
601.2033 Little Rock, Ark., control zone.
601.2034 Monroe, La., control zone.
601.2035 New Orleans, La., control zone.
601.2036 Ponca City, Okla., control zone.
601.2037 San Angelo, Tex., control zone.
601.2038 Shreveport, La., control zone.
601.2039 Tulsa, Okla., control zone.
601.2040 Smyrna, Tenn., control zone.
601.2041 Akron, Colo., control zone.
601.2042 Burlington, Iowa, control zone.
601.2043 Casper, Wyo., control zone.
601.2044 Cheyenne, Wyo., control zone.
601.2045 Colorado Springs, Colo., control zone.
601.2046 Columbia, Mo., control zone.
601.2047 Denver, Colo., control zone.
601.2048 Des Moines, Iowa, control zone.
601.2049 Fort Bridger, Wyo., control zone.
601.2050 Garden City, Kans., control zone.
601.2051 Grand Island, Nebr., control zone.
601.2052 Quincy, Ill., control zone.
601.2053 Huron, S. Dak., control zone.
601.2054 Hutchinson, Kans., control zone.
601.2055 Joplin, Mo., control zone.
601.2056 Kansas City, Mo., control zone.
601.2057 Kirksville, Mo., control zone.
601.2058 La Junta, Colo., control zone.
601.2059 Laramie, Wyo., control zone.
601.2060 Pellston, Mich., control zone.
601.2061 Lincoln, Nebr., control zone.
601.2062 Mason City, Iowa, control zone.
601.2063 North Platte, Nebr., control zone.
601.2064 Omaha, Nebr., control zone.
601.2065 Pierre, S. Dak., control zone.
601.2066 Pueblo, Colo., control zone.
601.2067 Rapid City, S. Dak., control zone.
601.2068 Rock Springs, Wyo., control zone.
601.2069 St. Joseph, Mo., control zone.
601.2070 St. Louis, Mo., control zone.
601.2071 Scottsbluff, Nebr., control zone.
601.2072 Sheridan, Wyo., control zone.
601.2073 Rawlings, Wyo., control zone.
601.2074 Sioux City, Iowa, control zone.
601.2075 Springfield, Mo., control zone.
601.2076 Topeka, Kans., control zone.
601.2077 Trinidad, Colo., control zone.
601.2078 Edenton, N. C., control zone.
601.2079 Watertown, S. Dak., control zone.
601.2080 Wichita, Kans., control zone.
601.2081 Jacksonville, N. C., control zone.
601.2082 Akron, Ohio, control zone.
601.2083 Alexandria, Minn., control zone.
601.2084 Battle Creek, Mich., control zone.
601.2085 Bismarck, N. Dak., control zone.
601.2086 Chicago, Ill., control zone.
601.2087 Cincinnati, Ohio, control zone.
601.2088 Dodge City, Kans., control zone.
601.2089 Cleveland, Ohio, control zone.
601.2090 Columbus, Ohio, control zone.
601.2091 Dayton, Ohio, control zone.
601.2092 Detroit, Mich., control zone.
601.2093 Dickinson, N. Dak., control zone.
601.2094 Duluth, Minn., control zone.
601.2095 Belleville, Ill., control zone.
601.2096 Evansville, Ind., control zone.
601.2097 Fargo, N. Dak., control zone.
601.2098 Flint, Mich., control zone.
601.2099 Fort Wayne, Ind., control zone.
601.2100 Glenview, Ill., control zone.
601.2101 Goshen, Ind., control zone.
601.2102 Grand Forks, N. Dak., control zone.
601.2103 Grand Rapids, Mich., control zone.
601.2104 Huntington, W. Va., control zone.
601.2105 Indianapolis, Ind., control zone.

Sec.
601.2106 Jamestown, N. Dak., control zone.
601.2107 Joliet, Ill., control zone.
601.2108 Lansing, Mich., control zone.
601.2109 Lafayette, Ind., control zone.
601.2110 Lone Rock, Wis., control zone.
601.2111 Louisville, Ky., control zone.
601.2112 Madison, Wis., control zone.
601.2113 Milwaukee, Wis., control zone.
601.2114 Minneapolis, Minn., control zone.
601.2115 Minot, N. Dak., control zone.
601.2116 Moline, Ill., control zone.
601.2117 Muskegon, Mich., control zone.
601.2118 Langley AFB, Va., control zone.
601.2119 Peoria, Ill., control zone.
601.2120 Rochester, Minn., control zone.
601.2121 Rockford, Ill., control zone.
601.2122 Detroit, Mich., control zone.
601.2123 South Bend, Ind., control zone.
601.2124 Roswell, N. Mex., control zone.
601.2125 Terre Haute, Ind., control zone.
601.2126 Toledo, Ohio, control zone.
601.2127 Youngstown, Ohio, control zone.
601.2128 Wilmington, N. C., control zone.
601.2129 Bowling Green, Ky., control zone.
601.2130 Atlanta, Ga., control zone.
601.2131 Augusta, Ga., control zone.
601.2132 Biloxi, Miss., control zone.
601.2133 Birmingham, Ala., control zone.
601.2134 Charleston, S. C., control zone.
601.2135 Charlotte, N. C., control zone.
601.2136 Chattanooga, Tenn., control zone.
601.2137 Columbia, S. C., control zone.
601.2138 Crestview, Fla., control zone.
601.2139 Cross City, Fla., control zone.
601.2140 Daytona Beach, Fla., control zone.
601.2141 Dothan, Ala., control zone.
601.2142 Florence, S. C., control zone.
601.2143 Fort Myers, Fla., control zone.
601.2144 Greensboro, N. C., control zone.
601.2145 Greenville, S. C., control zone.
601.2146 Greenwood, Miss., control zone.
601.2147 Waterloo, Iowa, control zone.
601.2148 Jackson, Miss., control zone.
601.2149 Jacksonville, Fla., control zone.
601.2150 Key West, Fla., control zone.
601.2151 Knoxville, Tenn., control zone.
601.2152 Macon, Ga., control zone.
601.2153 Melbourne, Fla., control zone.
601.2154 Memphis, Tenn., control zone.
601.2155 Meridian, Miss., control zone.
601.2156 Miami, Fla., control zone.
601.2157 Mobile, Ala., control zone.
601.2158 Grandview, Mo., control zone.
601.2159 Montgomery, Ala., control zone.
601.2160 Muscle Shoals, Ala., control zone.
601.2161 Nashville, Tenn., control zone.
601.2162 Orlando, Fla., control zone.
601.2163 Pensacola, Fla., control zone.
601.2164 Raleigh, N. C., control zone.
601.2165 Savannah, Ga., control zone.
601.2166 Spartanburg, S. C., control zone.
601.2167 Tallahassee, Fla., control zone.
601.2168 Tampa, Fla., control zone.
601.2169 Tri-City, Tenn., control zone.
601.2170 West Palm Beach, Fla., control zone.
601.2171 Winston-Salem, N. C., control zone.
601.2172 Alma, Ga., control zone.
601.2173 Bakersfield, Calif., control zone.
601.2174 Burbank, Calif., control zone.
601.2175 El Centro, Calif., control zone.
601.2176 Fresno, Calif., control zone.
601.2177 Las Vegas, Nev., control zone.
601.2178 Long Beach, Calif., control zone.
601.2179 Los Angeles, Calif., control zone.
601.2180 Oakland, Calif., control zone.
601.2181 Ogden, Utah, control zone.
601.2182 Palmdale, Calif., control zone.
601.2183 Grand Junction, Colo., control zone.
601.2184 Prescott, Ariz., control zone.
601.2185 Sacramento, Calif., control zone.
601.2186 San Diego, Calif., control zone.
601.2187 San Francisco, Calif., control zone.
601.2188 Salt Lake City, Utah, control zone.
601.2189 Olathe, Kans., control zone.
601.2190 Atlantic City, N. J., control zone.
601.2191 Zanesville, Ohio, control zone.
601.2192 Ontario, Calif., control zone.
601.2193 Kahului, Maui, T. H., control zone.
601.2194 Hilo, Hawaii, T. H., control zone.
Sec.
601.2195 Windsor Locks, Conn., control zone.
601.2196 Wilmington, Del., control zone.
601.2197 Morgantown, W. Va., control zone.
601.2198 Montpelier, Vt., control zone.
601.2199 Syracuse, N. Y., control zone.
601.2200 Allentown, Pa., control zone.
601.2201 Williamsport, Pa., control zone.
601.2202 Philadelphia, Pa., control zone.
601.2203 Martinsburg, W. Va., control zone.
601.2204 Presque Isle, Maine, control zone.
601.2205 Chincoteague, Va., control zone.
601.2206 New York, N. Y., control zone.
601.2207 White Plains, N. Y., control zone.
601.2208 Stockton, Calif., control zone.
601.2209 Tucson, Ariz., control zone.
601.2210 Santa Barbara, Calif., control zone.
601.2211 Beeville, Tex., control zone.
601.2212 Sumter, S. C., control zone.
601.2213 Salina, Kans., control zone.
601.2214 Goodland, Kans., control zone.
601.2215 San Juan, P. R., control zone.
601.2216 Seattle, Wash., control zone.
601.2217 Aberdeen, S. Dak., control zone.
601.2218 Sioux Falls, S. Dak., control zone.
601.2219 Cedar Rapids, Iowa, control zone.
601.2220 Lubbock, Tex., control zone.
601.2221 La Crosse, Wis., control zone.
601.2222 Austin, Tex., control zone.
601.2223 Charleston, W. Va., control zone.
601.2224 Anderson, S. C., control zone.
601.2225 Mansfield, Ohio, control zone.
601.2226 Springfield, Ill., control zone.
601.2227 Dover, Del., control zone.
601.2228 Fairbanks, Alaska, control zone.
601.2229 Fairfield, Calif., control zone.
601.2230 Brunswick, Ga., control zone.
601.2231 Vero Beach, Fla., control zone.
601.2232 Norfolk, Va., control zone.
601.2233 Quonset Point, R. I., control zone.
601.2234 Miami, Fla., control zone.
601.2235 Truth or Consequences, N. Mex., control zone.
601.2236 Whidbey Island, Wash., control zone.
601.2237 Dyersburg, Tenn., control zone.
601.2238 New York, N. Y., control zone.
601.2239 Cordova, Alaska, control zone.
601.2240 Milton, Fla., control zone.
601.2241 Macon, Ga., control zone.
601.2242 Lexington, Ky., control zone.
601.2243 Hempstead, N. Y., control zone.
601.2244 Quantico, Va., control zone.
601.2245 Chanute, Kans., control zone.
601.2246 Oklahoma City, Okla., control zone.
601.2247 Abilene, Tex., control zone.
601.2248 San Antonio, Tex., control zone.
601.2249 Corpus Christi, Tex., control zone.
601.2250 Tyler, Tex., control zone.
601.2251 Albany, Ga., control zone.
601.2252 El Toro, Calif., control zone.
601.2253 Sedalia, Mo., control zone.
601.2254 Falmouth, Mass., control zone.
601.2255 Aguadilla, P. R., control zone.
601.2256 Parkersburg, W. Va., control zone.
601.2257 Rantoul, Ill., control zone.
601.2258 Wichita Falls, Tex., control zone.
601.2259 Kodiak, Alaska, control zone.
601.2260 Fort Smith, Ark., control zone.
601.2261 Yakataga, Alaska, control zone.
601.2262 Honolulu, T. H., control zone.
601.2263 Lafayette, La., control zone.
601.2264 Spokane, Wash., control zone.
601.2265 Wright-Patterson AFB, Ohio, control zone.
601.2266 Springfield, Ohio, control zone.
601.2267 Baltimore, Md., control zone.
601.2268 Ottumwa, Iowa, control zone.
601.2269 Fort Dix, N. J., control zone.
601.2270 Enid, Okla., control zone.
601.2271 Saginaw, Mich., control zone.
601.2272 Wake Island control zone.
601.2273 Cincinnati, Ohio, control zone.
601.2274 Craig AFB, Selma, Ala., control zone.
601.2275 Pensacola, Fla., control zone.
601.2276 Westover, Mass., control zone.
601.2277 Carlsbad, N. Mex., control zone.
601.2278 New Bedford, Mass., control zone.
601.2279 Anchorage, Alaska, control zone.
601.2280 Hobbs, N. Mex., control zone.
Sec.
601.2281 Tacoma, Wash., control zone.
601.2282 Mt. Clemens, Mich., control zone.
601.2283 Atlanta, Ga., control zone.
601.2284 Traverse City, Mich., control zone.
601.2285 Victorville, Calif., control zone.
601.2286 Columbus, Ga., control zone.
601.2287 San Antonio, Tex., control zone.
601.2288 Longview, Tex., control zone.
601.2289 Houghton, Mich., control zone.
601.2290 Grand Marais, Mich., control zone.
601.2291 Sault Ste. Marie, Mich., control zone.
601.2292 Oceana, Va., control zone.
601.2293 Chicago, Ill., control zone.
601.2294 Nantucket, Mass., control zone.
601.2295 Andrews, Md., control zone.
601.2296 Valparaiso, Fla., control zone.
601.2297 Jackson, Mich., control zone.
601.2298 Omaha, Nebr., control zone.
601.2299 Limestone, Maine, control zone.
601.2300 Upolu Point, Hawaii, T. H., control zone.
601.2301 Waco, Tex., control zone.
601.2302 Willow Grove, Pa., control zone.
601.2303 Great Falls, Mont., control zone.
601.2304 Binghamton, N. Y., control zone.
601.2305 Lawton, Okla., control zone.
601.2306 Paducah, Ky., control zone.
601.2307 Brunswick, Maine, control zone.
601.2308 Valdosta, Ga., control zone.
601.2309 Valdosta, Ga., control zone.
601.2310 Oscoda, Mich., control zone.
601.2311 San Antonio, Tex., control zone.
601.2312 Columbus, Ind., control zone.
601.2313 Pittsburgh, Pa., control zone.
601.2314 Bryan, Tex., control zone.
601.2315 San Bernardino, Calif., control zone.
601.2316 Marianna, Fla., control zone.
601.2317 Tuscaloosa, Ala., control zone.
601.2318 Myrtle Beach, S. C., control zone.
601.2319 Malden, Mo., control zone.
601.2320 Midland, Tex., control zone.
601.2321 Oxnard, Calif., control zone.
601.2322 Fort Worth, Tex., control zone.
601.2323 Grand Prairie, Tex., control zone.
601.2324 New Bern, N. C., control zone.
601.2325 Hyannis, Mass., control zone.
601.2326 Martha's Vineyard, Mass., control zone.
601.2327 Baton Rouge, La., control zone.
601.2328 Manchester, N. H., control zone.
601.2329 Gage, Okla., control zone
601.2330 Alexandria, La., control zone.
601.2331 Lake Charles, La., control zone.
601.2332 Beaumont, Tex., control zone.
601.2333 Palacios, Tex., control zone.
601.2334 Alice, Tex., control zone.
601.2335 Eau Claire, Wis., control zone.
601.2336 Green Bay, Wis., control zone.
601.2337 Wausau, Wis., control zone.
601.2338 Phoenix, Ariz., control zone.
601.2339 Douglas, Ariz., control zone.
601.2340 Sanford, Fla., control zone.
601.2341 Utica, N. Y., control zone.
601.2342 Ardmore, Okla., control zone.
601.2343 Pine Bluff, Ark., control zone.
601.2344 Gulfport, Miss., control zone.
601.2345 Calverton, N. Y., control zone.
601.2346 Guam Island control zone.
601.2347 Guam Island control zone.
601.2348 Midway Island control zone.
601.2349 Kwajalein Island control zone.
601.2350 Childress, Tex., control zone.
601.2351 Cotulla, Tex., control zone.
601.2352 Dalhart, Tex., control zone.
601.2353 Lufkin, Tex., control zone.
601.2354 Texarkana, Ark., control zone.
601.2355 Walnut Ridge, Ark., control zone.
601.2356 Hobart, Okla., control zone.
601.2357 Brunswick, Ga., control zone.
601.2358 Clovis, N. Mex., control zone.
601.2359 Victoria, Tex., control zone.
601.2360 South Weymouth, Mass., control zone.
601.2361 Grosse Ile, Mich., control zone.
601.2362 Merced, Calif., control zone.
601.2363 Elizabeth City, N. C., control zone.
601.2364 Hopkinsville, Ky., control zone.
601.2365 Salem, Oreg., control zone.
601.2366 Riverside, Calif., control zone.

Sec.
601.2367 Fort Bragg, N. C., control zone.
601.2368 Sault Ste. Marie, Mich., control zone.
601.2369 Sacramento, Calif., control zone.
601.2371 Plattsburg, N. Y., control zone.
601.2372 Asheville, N. C., control zone.
601.2373 Atlanta, Ga., control zone.
601.2374 Billings, Mont., control zone.
601.2375 Islip, N. Y., control zone.
601.2376 Little Rock, Ark., control zone.
601.2377 Shreveport, La., control zone.
601.2378 Peru, Ind., control zone.
601.2379 Beaufort, S. C., control zone.
601.2380 Altus, Okla., control zone.
601.2381 Homestead, Fla., control zone.
601.2382 Huntsville, Ala., control zone.
601.2383 Memphis, Tenn., control zone.
601.2384 Blytheville, Ark., control zone.
601.2385 Mojave, Calif., control zone.
601.2386 Mountain Home, Idaho, control zone.
601.2387 San Antonio, Tex., control zone.
601.2388 Miramar, Calif., control zone.
601.2389 Portsmouth, N. H., control zone.
601.2390 North, S. C., control zone.
601.2391 Kaneohe, Oahu, T. H., control zone.
601.2392 Elmira, N. Y., control zone.
601.2393 Watertown, N. Y., control zone.
601.2394 Niagara Falls, N. Y., control zone.
601.2396 Everett, Wash., control zone.
601.2397 Schnectady, N. Y., control zone.

Subpart E—Colored Civil Airway Reporting Points

DESIGNATION OF REPORTING POINTS

601.4001 Designation of reporting points.

GREEN CIVIL AIRWAYS

601.4011 Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).
601.4012 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
601.4013 Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
601.4014 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
601.4015 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
601.4016 Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).
601.4017 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
601.4018 Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
601.4019 Green civil airway No. 9 (Hawaiian Islands).
601.4020 Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER CIVIL AIRWAYS

601.4101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
601.4102 Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).
601.4103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
601.4104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
601.4105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
601.4106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
601.4107 Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border).
601.4108 Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).
601.4109 Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).
Sec.
601.4110 Amber civil airway No. 10 (Hawaiian Islands).
601.4111 Amber civil airway No. 11 (Hawaiian Islands).
601.4112 Amber civil airway No. 12 (Hawaiian Islands).

RED CIVIL AIRWAYS

601.4201 Red civil airway No. 1 (Big Spring, Tex., to San Antonio, Tex.).
601.4202 Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
601.4203 Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).
601.4204 Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex).
601.4205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.4206 Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).
601.4207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
601.4208 Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.)
601.4209 Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
601.4210 Red civil airway No. 10, Amarillo, Tex., to Charleston, S. C.).
601.4211 Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).
601.4212 Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.).
601.4213 Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).
601.4214 Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).
601.4215 Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).
601.4216 Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).
601.4217 Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).
601.4218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
601.4219 Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).
601.4220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).
601.4221 Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).
601.4222 Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).
601.4223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
601.4224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
601.4225 Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).
601.4226 Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).
601.4227 Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.).
601.4228 Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).
601.4229 Red civil airway No. 29 (Elmira, N. Y., to Baltimore, Md.).
601.4230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
601.4231 Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).
601.4232 Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).
601.4233 Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).
601.4234 Red civil airway No. 34 (Charleston, W. Va., to Weeksville, N. C.).
601.4235 Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).
601.4236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
601.4237 Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).
601.4238 Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).
601.4239 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
Sec.
601.4240 Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
601.4241 Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).
601.4242 Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.).
601.4243 Red civil airway No. 43 (Chicago, Ill., to La Fayette, Ind.).
601.4244 Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).
601.4245 Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.).
601.4246 Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).
601.4247 Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
601.4248 Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.).
601.4249 Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
601.4250 Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
601.4251 Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).
601.4252 Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
601.4253 Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.).
601.4254 Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).
601.4255 Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio).
601.4256 Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
601.4257 Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio).
601.4258 Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).
601.4259 Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).
601.4260 Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).
601.4261 Red civil airway No. 61 (Butler, Pa., to Washington, D. C.).
601.4262 Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.).
601.4263 Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).
601.4264 Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
601.4265 Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).
601.4266 Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).
601.4267 Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).
601.4268 Red civil airway No. 68 (Midland, Tex., to Shreveport, La.).
601.4269 Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).
601.4270 Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).
601.4271 Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
601.4272 Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).
601.4273 Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).
601.4274 Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.).
601.4275 Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).
601.4276 Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).
601.4277 Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.).

Sec.

601.4278 Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).

601.4279 Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).

601.4280 Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).

601.4281 Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).

601.4282 Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).

601.4283 Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).

601.4284 Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).

601.4285 Red civil airway No. 85 (Akron, Ohio, to Altoona, Pa.).

601.4286 Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).

601.4287 Red civil airway No. 87 (Hawaiian Islands).

601.4288 Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).

601.4289 Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).

601.4290 Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).

601.4291 Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).

601.4292 Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).

601.4293 Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.).

601.4294 Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).

601.4295 Red civil airway No. 95 (Elmira, N. Y. to Utica, N. Y.).

601.4296 Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).

601.4297 Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).

601.4298 Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).

601.4299 Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).

601.4300 Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.)

601.4301 Red civil airway No. 101 (Biloxi, Miss., to Pensacola, Fla.).

601.4302 Red civil airway No. 102 (Louisville, Ky., to Huntington, W. Va.).

601.4303 Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).

601.4304 Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).

601.4305 Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).

601.4306 Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).

601.4307 Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).

601.4308 Red civil airway No. 108 (Promontory Point, Utah, to Fort Bridger, Wyo.).

601.4309 Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).

601.4310 Red civil airway No. 110 (Mobile, Ala., to Pensacola, Fla.).

601.4312 Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.).

BLUE CIVIL AIRWAYS

601.4601 Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).

601.4602 Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).

601.4603 Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).

601.4604 Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).

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601.4605 Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).

601.4606 Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).

601.4607 Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.).

601.4608 Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).

601.4609 Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border).

601.4610 Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).

601.4611 Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.).

601.4613 Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).

601.4614 Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).

601.4615 Blue civil airway No. 15 (Huntington, W. Va., to Youngstown, Ohio).

601.4616 Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.).

601.4617 Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).

601.4618 Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border).

601.4619 Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.).

601.4620 Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).

601.4622 Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.).

601.4623 Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).

601.4625 Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).

601.4626 Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).

601.4627 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).

601.4628 Blue civil airway No. 28 (Charleston, S. C., to Bull's Gap, Tenn.).

601.4629 Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).

601.4630 Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).

601.4631 Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).

601.4632 Blue civil airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).

601.4633 Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).

601.4634 Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).

601.4635 Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).

601.4636 Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).

601.4637 Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).

601.4638 Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).

601.4639 Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).

601.4640 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).

601.4641 Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).

601.4642 Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).

601.4643 Blue civil airway No. 43 (Nenana, Alaska, to Nenabank, Alaska).

601.4644 Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border).

601.4645 Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).

601.4646 Blue civil airway No. 46 (Memphis Tenn., to Paducah, Ky.).

601.4647 Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.).

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601.4648 Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla.).

601.4649 Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).

601.4651 Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).

601.4652 Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).

601.4653 Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).

601.4654 Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.).

601.4655 Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).

601.4656 Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).

601.4657 Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).

601.4658 Blue civil airway No. 58 (Nantucket, Mass., to Squantum, Mass.).

601.4660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).

601.4663 Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).

601.4664 Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).

601.4665 Blue civil airway No. 65 (Shuyak, Alaska, to Homer, Alaska).

601.4666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).

601.4667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).

601.4668 Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).

601.4669 Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.).

601.4670 Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.).

601.4671 Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).

601.4672 Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).

601.4675 Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).

601.4676 Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).

601.4678 Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).

601.4679 Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).

601.4680 Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).

601.4681 Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).

601.4684 Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).

601.4685 Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).

601.4686 Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).

601.4687 Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).

OTHER REPORTING POINTS

601.5001 Other reporting points.

Subpart F—VOR Civil Airway Control Areas

DOMESTIC VOR CIVIL AIRWAY CONTROL AREAS

601.6001 VOR civil airway No. 1 control areas (Charleston, S. C., to New York, N. Y.).

601.6002 VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).

601.6003 VOR civil airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine).

601.6004 VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.).

601.6005 VOR civil airway No. 5 control areas (Miami, Fla., to London, Ontario).

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601.6006	VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.).
601.6007	VOR civil airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.).
601.6008	VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.).
601.6009	VOR civil airway No. 9 control areas (New Orleans, La., to Milwaukee, Wis.).
601.6010	VOR civil airway No. 10 control areas (Pueblo, Colo., to New York, N. Y.).
601.6011	VOR civil airway No. 11 control areas (Memphis, Tenn., to Detroit, Mich.).
601.6012	VOR civil airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.).
601.6013	VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).
601.6014	VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).
601.6015	VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).
601.6016	VOR civil airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.).
601.6017	VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).
601.6018	VOR civil airway No. 18 control areas (Dallas, Tex., to Charleston, S. C.).
601.6019	VOR civil airway No. 19 control areas (El Paso, Tex., to Sheridan, Wyo.).
601.6020	VOR civil airway No. 20 control areas (Laredo, Tex., to Richmond, Va.).
601.6021	VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).
601.6022	VOR civil airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.).
601.6023	VOR civil airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.).
601.6024	VOR civil airway No. 24 control areas (Aberdeen, S. Dak., to Redwood Falls, Minn.).
601.6025	VOR civil airway No. 25 control areas (Los Angeles, Calif., to Ellensburg, Wash.).
601.6026	VOR civil airway No. 26 control areas (Cherokee, Wyo., to Cleveland, Ohio).
601.6027	VOR civil airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.).
601.6028	VOR civil airway No. 28 control areas (Oakland, Calif., to Reno, Nev.).
601.6029	VOR civil airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border).
601.6030	VOR civil airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.).
601.6031	VOR civil airway No. 31 control areas (Baltimore, Md., to Rochester, N. Y.).
601.6032	VOR civil airway No. 32 control areas (Battle Mountain, Nev., to Fort Bridger, Wyo.).
601.6033	VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.).
601.6034	VOR civil airway No. 34 control areas (Rochester, N. Y., to Wilton, Conn.).
601.6035	VOR civil airway No. 35 control areas (Miami, Fla., to Syracuse, N. Y.).
601.6036	VOR civil airway No. 36 control areas (Toronto, Ont., to New York, N. Y.).
601.6037	VOR civil airway No. 37 control areas (Savannah, Ga., to Erie, Pa.).
601.6038	VOR civil airway No. 38 control areas (Iowa City, Iowa, to Elkins, W. Va.).
601.6039	VOR civil airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine).
601.6040	VOR civil airway No. 40 control areas (Cleveland, Ohio, to Pittsburgh, Pa.).
601.6041	VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio).
601.6042	VOR civil airway No. 42 control areas (Flint, Mich., to Washington, D. C.).
601.6043	VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).
601.6044	VOR civil airway No. 44 control areas (Louisville, Ky., to Baltimore, Md.).
601.6045	VOR civil airway No. 45 control areas (Lexington, Ky., to Lansing, Mich.).
601.6046	VOR civil airway No. 46 control areas (New York, N. Y., to Nantucket, Mass.).
601.6047	VOR civil airway No. 47 control areas (Louisville, Ky., to Detroit, Mich.).
601.6048	VOR civil airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.).
601.6049	VOR civil airway No. 49 control areas (Dillon, Mont., to Great Falls, Mont.).
601.6050	VOR civil airway No. 50 control areas (Kirksville, Mo., to Indianapolis, Ind.).
601.6051	VOR civil airway No. 51 control areas (Miami, Fla., to Chicago, Ill.).
601.6052	VOR civil airway No. 52 control areas (Des Moines, Iowa, to St. Louis, Mo.).
601.6053	VOR civil airway No. 53 control areas (Charleston, S. C., to Chicago, Ill.).
601.6054	VOR civil airway No. 54 to control areas (Quitman, Tex., to Charlotte, N. C.).
601.6055	VOR civil airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.).
601.6056	VOR civil airway No. 56 control areas (Montgomery, Ala., to Florence, S. C.).
601.6057	VOR civil airway No. 57 control areas (Graham, Tenn., to Scotland, Ind.).
601.6058	VOR civil airway No. 58 control areas (Bergholz, Ohio, to Hartford, Conn.).
601.6060	VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Lubbock, Tex.).
601.6061	VOR civil airway No. 61 control areas (Fort Worth, Tex., to Lawton, Okla.).
601.6062	VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Lubbock, Tex.).
601.6063	VOR civil airway No. 63 control areas (Waco, Tex., to Milwaukee, Wis.).
601.6064	VOR civil airway No. 64 control areas (Long Beach, Calif., to Blythe, Calif.).
601.6065	VOR civil airway No. 65 control areas (Kansas City, Mo., to Lamoni, Iowa).
601.6066	VOR civil airway No. 66 control areas (San Diego, Calif., to Sulphur Springs, Tex.).
601.6067	VOR civil airway No. 67 control areas (Waterloo, Iowa, to Rochester, Minn.).
601.6068	VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).
601.6069	VOR civil airway No. 69 control areas (Pine Bluff, Ark., to Chicago, Ill.).
601.6070	VOR civil airway No. 70 control areas (Corpus Christi, Tex., to Baton Rouge, La.).
601.6071	VOR civil airway No. 71 control areas (Pine Bluff, Ark., to Kansas City, Mo.).
601.6072	VOR civil airway No. 72 control areas (Troy, Ill., to Albany, N. Y.).
601.6073	VOR civil airway No. 73 control areas (Wichita, Kans., to Salina, Kans.).
601.6074	VOR civil airway No. 74 control areas (Dodge City, Kans., to Little Rock, Ark.).
601.6075	VOR civil airway No. 75 control areas (Richmond, Va., to Cleveland, Ohio).
601.6076	VOR civil airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.).
601.6077	VOR civil airway No. 77 control areas (San Angelo, Tex., to Des Moines, Iowa).
601.6078	VOR civil airway No. 78 control areas (Huron, S. Dak., to Minneapolis, Minn.).
601.6079	VOR civil airway No. 79 control areas (Culberson, Tex., to Lubbock, Tex.).
601.6080	VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.).
601.6081	VOR civil airway No. 81 control areas (Midland, Tex., to Amarillo, Tex.).
601.6082	VOR civil airway No. 82 control areas (Minneapolis, Minn., to La Crosse, Wis.).
601.6083	VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Santa Fe, N. Mex.).
601.6084	VOR civil airway No. 84 control areas (Bradford, Ill., to Buffalo, N. Y.).
601.6085	VOR civil airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).
601.6086	VOR civil airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.).
601.6087	VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hassayampa, Ariz.).
601.6088	VOR civil airway No. 88 control areas (Tulsa, Okla., to Vichy, Mo.).
601.6089	VOR civil airway No. 89 control areas (Denver, Colo., to Rapid City, S. Dak.).
601.6090	VOR civil airway No. 90 control areas (Litchfield, Mich., to Windsor, Ontario).
601.6091	VOR civil airway No. 91 control areas (New York, N. Y., to Montreal, Quebec).
601.6092	VOR civil airway No. 92 control areas (Chicago, Ill., to Washington, D. C.).
601.6093	VOR civil airway No. 93 control areas (Washington, D. C., to Presque Isle, Maine).
601.6094	VOR civil airway No. 94 control areas (Salt Flat, Tex., to Longview, Tex.).
601.6095	VOR civil airway No. 95 control areas (Phoenix, Ariz., to Winslow, Ariz.).

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601.6096	VOR civil airway No. 96 control areas (LaFayette, Ind., to Toledo, Ohio).
601.6097	VOR civil airway No. 97 control areas (Miami, Fla., to Alexandria, Minn.).
601.6098	VOR civil airway No. 98 control areas (Fort Wayne, Ind., to Montreal, Quebec).
601.6099	VOR civil airway No. 99 control areas (Newport, Oreg., to Vancouver, B. C.).
601.6100	VOR civil airway No. 100 control areas (North Platte, Nebr., to Detroit, Mich.).
601.6101	Vor civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).
601.6102	VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.).
601.6103	VOR civil airway No. 103 control areas (Elkins, W. Va., to Cleveland, Ohio).
601.6104	VOR civil airway No. 104 control areas (United States-Canadian Border to Plattsburg, N. Y.).
601.6105	VOR civil airway No. 105 control areas (Phoenix, Ariz., to Las Vegas, Nev.).
601.6106	VOR civil airway No. 106 control areas (Charleston, W. Va., to Kennebunk, Maine).
601.6107	VOR civil airway No. 107 control areas (Los Angeles, Calif., to Red Bluff, Calif.).
601.6109	VOR civil airway No. 109 control areas (Paso Robles, Calif., to Fresno, Calif.).
601.6110	VOR civil airway No. 110 control areas (San Francisco, Calif., to Altamont, Calif.).
601.6111	VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).
601.6112	VOR civil airway No. 112 control areas (Portland, Oreg., to Spokane, Wash.).
601.6113	VOR civil airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.).
601.6114	VOR civil airway No. 114 control areas (Pueblo, Colo., to New Orleans, La.).
601.6115	VOR civil airway No. 115 control areas. (Crestview, Fla., to Charleston, W. Va.).
601.6116	VOR civil airway No. 116 control areas (Kansas City, Mo., to New York, N. Y.).
601.6117	VOR civil airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.).
601.6118	VOR civil airway No. 118 control areas (Rock River, Wyo., to Cheyenne, Wyo.).
601.6119	VOR civil airway No. 119 control areas (Huntington, W. Va., to Bradford, Pa.).
601.6120	VOR civil airway No. 120 control areas (Mullen Pass, Mont., to Miles City, Mont.).
601.6121	VOR civil airway No. 121 control areas (North Bend, Oreg., to Eugene, Oreg.).
601.6122	VOR civil airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.).
601.6123	VOR civil airway No. 123 control areas (Woodstown, N. J., to New York, N. Y.).
601.6124	VOR civil airway No. 124 control areas (Burley, Idaho, to Pocatello, Idaho).
601.6125	VOR civil airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.).
601.6126	VOR civil airway No. 126 control areas (Chicago, Ill., to New York, N. Y.).
601.6127	VOR civil airway No. 127 control areas (Livingston, Mont., to Helena, Mont.).
601.6128	VOR civil airway No. 128 control areas (Chicago, Ill., to New Bern, N. C.).
601.6129	VOR civil airway No. 129 control areas (Dixon, Ill., to Eau Claire, Wis.).
601.6130	VOR civil airway No. 130 control areas (Albany, N. Y., to Providence, R. I.).
601.6131	VOR civil airway No. 131 control areas (Emporia, Kans., to Topeka, Kans.).
601.6132	VOR civil airway No. 132 control areas (Cheyenne, Wyo., to Hutchinson, Kans.).
601.6133	VOR civil airway No. 133 control areas (Parkersburg, W. Va., to Flint, Mich.).
601.6134	VOR civil airway No. 134 control areas (Evergreen, Ala., to Atlanta, Ga.).
601.6135	VOR civil airway No. 135 control areas (Yuma, Ariz., to Las Vegas, Nev.).
601.6136	VOR civil airway No. 136 control areas (Pulaski, Va., to Raleigh, N. C.).
601.6137	VOR civil airway No. 137 control areas (Thermal, Calif., to Salinas, Calif.).
601.6138	VOR civil airway No. 138 control areas (Rock River, Wyo., to Sidney, Nebr.).
601.6139	VOR civil airway No. 139 control areas (Norwich, Conn., to Boston, Mass.).
601.6140	VOR civil airway No. 140 control areas (Amarillo, Tex., to New York, N. Y.).
601.6141	VOR civil airway No. 141 control areas (Nantucket, Mass., to Plattsburg, N. Y.).
601.6142	VOR civil airway No. 142 control areas (Erie, Pa., to Rochester, N. Y.).
601.6143	VOR civil airway No. 143 control areas (Charlotte, N. C., to Washington, D. C.).
601.6144	VOR civil airway No. 144 control areas (Chicago, Ill., to Washington, D. C.).
601.6145	VOR civil airway No. 145 control areas (Utica, N. Y. to the United States-Canadian Border).
601.6146	VOR civil airway No. 146 control areas (Wilkes-Barre, Pa., to Woodstock, Conn.).
601.6147	VOR civil airway No. 147 control areas (Philadelphia, Pa., to Rochester, N. Y.).
601.6148	VOR civil airway No. 148 control areas (Denver, Colo., to North Platte, Nebr.).
601.6149	VOR civil airway No. 149 control areas (Allentown, Pa., to Utica, N. Y.).
601.6150	VOR civil airway No. 150 control areas (San Francisco, Calif., to Reno. Nev.).
601.6151	VOR civil airway No. 151 control areas (Woonsocket, R. I., to Keene, N. H.).
601.6152	VOR civil airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.).
601.6153	VOR civil airway No. 153 control areas (New York, N. Y., to Syracuse, N. Y.).
601.6154	VOR civil airway No. 154 control areas (Meridian, Miss., to Savannah, Ga.).
601.6155	VOR civil airway No. 155 control areas (Gordonsville, Va., to Front Royal, Va.).
601.6156	VOR civil airway No. 156 control areas (Elkins, W. Va., to Gordonsville, Va.).
601.6157	VOR civil airway No. 157 control areas (Wilmington, N. C., to Richmond, Va.).
601.6159	VOR civil airway No. 159 control areas (Miami, Fla., to Albany Ga.).
601.6160	VOR civil airway No. 160 control areas (Denver, Colo., to Sidney, Nebr.).
601.6161	VOR civil airway No. 161 control areas (Fort Worth, Tex., to Minneapolis, Minn.).
601.6162	VOR civil airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.).
601.6163	VOR civil airway No. 163 control areas (Brownsville, Tex., to Oklahoma City, Okla.).
601.6164	VOR civil airway No. 164 control areas (Bradford, Pa., to New York, N. Y.).
601.6165	VOR civil airway No. 165 control areas (Long Beach, Calif., to Coalinga, Calif.).
601.6166	VOR civil airway No. 166 control areas (Martinsburg, W. Va., to New York, N. Y.).
601.6167	VOR civil airway No. 167 control areas (New York, N. Y., to Hartford, Conn.).
601.6168	VOR civil airway No. 168 control areas (Selinsgrove, Pa., to Colts Neck, N. J.).
601.6169	VOR civil airway No. 169 control areas (Sidney, Nebr., to Rapid City, S. Dak.).
601.6170	VOR civil airway No. 170 control areas (Milwaukee, Wis., to Philadelphia, Pa.).
601.6171	VOR civil airway No. 171 control areas (Louisville, Ky., to Madison, Wis.).
601.6172	VOR civil airway No. 172 control areas (Des Moines, Iowa, to Chicago, Ill.).
601.6173	VOR civil airway No. 178 control areas (Springfield, Ill., to Chicago, Ill.).
601.6174	VOR civil airway No. 174 control areas (Vichy, Mo., to Washington, D. C.).
601.6175	VOR civil airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.).
601.6176	VOR civil airway No. 176 control areas (Centralia, Ill., to Scotland, Ind.).
601.6177	VOR civil airway No. 177 control areas (Chicago, Ill., to Madison, Wis.).
601.6178	VOR civil airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.).
601.6179	VOR civil airway No. 179 control areas (Paducah, Ky., to Centralia, Ill.)
601.6180	VOR civil airway No. 180 control areas (Austin, Tex., to Galveston, Tex.).
601.6181	VOR civil airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).
601.6182	VOR civil airway No. 182 control areas (Portland, Oreg., to Baker, Oreg.).
601.6183	VOR civil airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).
601.6184	VOR civil airway No. 184 control areas (Erie, Pa., to Philipsburg, Pa.).
601.6185	VOR civil airway No. 185 control areas (Savannah, Ga., to Knoxville, Tenn.).
601.6186	VOR civil airway No. 186 control areas (St. Louis, Mo. to Vandalia, Ill.).
601.6187	VOR civil airway No. 187 control areas (Chicago, Ill., to Milwaukee, Wis.).

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601.6188 VOR civil airway No. 188 control areas (Detroit, Mich., to New York, N. Y.).
601.6189 VOR civil airway No. 189 control areas (Pittsburgh, Pa., to Brookville, Pa.).
601.6190 VOR civil airway No. 190 control areas (Grants, N. Mex., to Evansville, Ind.).
601.6191 VOR civil airway No. 191 control areas (Walnut Ridge, Ark., to Milwaukee, Wis.).
601.6192 VOR civil airway No. 192 control areas (Grant, N. Mex., to Tucumcari, N. Mex.).
601.6193 VOR civil airway No. 193 control areas (Pullman, Mich., to Traverse City, Mich.).
601.6194 VOR civil airway No. 194 control areas (Royston, Ga., to Norfolk, Va.).
601.6195 VOR civil airway No. 195 control areas (Oakland, Calif., to Red Bluff, Calif.).
601.6196 VOR civil airway No. 196 control areas (Rock River, Wyo., to Chadron, Nebr.).
601.6197 VOR civil airway No. 197 control areas (Toledo, Ohio, to Detroit, Mich.).
601.6198 VOR civil airway No. 198 control areas (San Antonio, Tex., to Galveston, Tex.).
601.6199 VOR civil airway No. 199 control areas (Fresno, Calif., to Ukiah, Calif.).
601.6200 VOR civil airway No. 200 control areas (Ukiah, Calif., to Reno, Nev.).
601.6201 VOR civil airway No. 201 control areas (Los Angeles, Calif., to Pasadena, Calif.).
601.6202 VOR civil airway No. 202 control areas (Tucson, Ariz., to Cochise, Ariz.).
601.6203 VOR civil airway No. 203 control areas (Albany, N. Y., to Massena, N. Y.).
601.6204 VOR civil airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.).
601.6205 VOR civil airway No. 205 control areas (Springfield, Mo., to Kansas City, Mo.).
601.6206 VOR civil airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.).
601.6207 VOR civil airway No. 207 control areas (Denver, Colo., to Egbert, Wyo.).
601.6208 VOR civil airway No. 208 control areas (Los Angeles, Calif., to Needles, Calif.).
601.6209 VOR civil airway No. 209 control areas (Los Angeles, Calif., to Paso Robles, Calif.).
601.6210 VOR civil airway No. 210 control areas (Los Angeles, Calif., to Daggett, Calif.).
601.6211 VOR civil airway No. 211 control areas (Cotulla, Tex., to Junction, Tex.).
601.6212 VOR civil airway No. 212 control areas (Ukiah, Calif., to Reno, Nev.).
601.6213 VOR civil airway No. 213 control areas (Rocky Mount, N. C., to Boykins, Va.).
601.6215 VOR civil airway No. 215 control areas (Muskegon, Mich., to White Cloud, Mich.).
601.6216 VOR civil airway No. 216 control areas (Janesville, Wis., to Saginaw, Mich.).
601.6217 VOR civil airway No. 217 control areas (Chicago, Ill., to Green Bay, Wis.).
601.6218 VOR civil airway No. 218 control areas (Chicago, Ill., to Flint, Mich.).
601.6219 VOR civil airway No. 219 control areas (Janesville, Wis., to Milwaukee, Wis.).
601.6220 VOR civil airway No. 220 control areas (Kremmling, Colo., to Akron, Colo.).
601.6221 VOR civil airway No. 221 control areas (Fort Wayne, Ind., to Erie, Pa.).
601.6222 VOR civil airway No. 222 control areas (San Antonio, Tex., to Houston, Tex.).
601.6223 VOR civil airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.).
601.6224 VOR civil airway No. 224 control areas (Detroit, Mich., to the United States-Canadian Border).
601.6225 VOR civil airway No. 225 control areas (Key West, Fla., to Vero Beach, Fla.).
601.6226 VOR civil airway No. 226 control areas Williamsport, Pa., to New York, N. Y.).
601.6227 VOR civil airway No. 227 control areas (Louisville, Ky., to Indianapolis, Ind.).
601.6228 VOR civil airway No. 228 control areas (Wheeling, Ill., to South Bend, Ind.).
601.6229 VOR civil airway No. 229 control areas (Wilmington, N. C., to Cofield, N. C.).
601.6230 VOR civil airway No. 230 control areas (Salina, Calif., to Fresno, Calif.).
601.6231 VOR civil airway No. 231 control areas (Missoula, Mont., to Ronan, Mont.).
601.6232 VOR civil airway No. 232 control areas (Hill City, Kans., to Salina, Kans.).
601.6233 VOR civil airway No. 233 control areas (Springfield, Ill., to Moline, Ill.).
601.6234 VOR civil airway No. 234 control areas (Anton Chico, New Mex., to Dalhart, Tex.).
601.6235 VOR civil airway No. 235 control areas (Utah Lake, Utah, to Fort Bridger, Wyo.).
601.6236 VOR civil airway No. 236 control areas (Booneville, Utah, to Ogden, Utah).
601.6237 VOR civil airway No. 237 control areas (Needles, Calif., to Mormon Mesa, Nev.).
601.6238 VOR civil airway No. 238 control areas (Philadelphia, Pa., to Atlantic City, N. J.).
601.6239 VOR civil airway No. 239 control areas (Wildwood, N. J., to Philadelphia, Pa.).
601.6240 VOR civil airway No. 240 control areas (Ship Island, Miss., to Mobile, Ala.).
601.6241 VOR civil airway No. 241 control areas (Crestview, Fla., to Atlanta, Ga.).
601.6242 VOR civil airway No. 242 control areas (Mobile, Ala., to Magnolia Springs, Ala.).
601.6243 VOR civil airway No. 243 control areas (Chattanooga, Tenn., to Bowling Green, Ky.).
601.6245 VOR civil airway No. 245 control areas. (Unassigned.)
601.6246 VOR civil airway No. 246 control areas (Dayton, Ohio, to Mansfield, Ohio).
601.6247 VOR civil airway No. 247 control areas (Douglas, Wyo., to Crazy Woman, Wyo.).
601.6248 VOR civil airway No. 248 control areas (Paso Robles, Calif., to Bakersfield, Calif.).
601.6249 VOR civil airway No. 249 control areas (New York, N. Y., to Port Jervis, N. Y.).
601.6250 VOR civil airway No. 250 control areas (Bergholz, Ohio, to Fitzgerald, Pa.).
601.6251 VOR civil airway No. 251 control areas (Philadelphia, Pa., to New York, N. Y.).
601.6252 VOR civil airway No. 252 control areas (Binghamton, N. Y., to New York, N. Y.).
601.6253 VOR civil airway No. 253 control areas (Utah Lake, Utah to Grantsville, Utah).
601.6254 VOR civil airway No. 254 control areas (Reinholds, Pa., to Columbus, N. J.).
601.6255 VOR civil airway No. 255 control areas. (Unassigned)
601.6256 VOR civil airway No. 256 control areas (Reinholds, Pa., to Warrington, Pa.).
601.6257 VOR civil airway No. 257 control areas. (Unassigned)
601.6258 VOR civil airway No. 258 control areas (Charleston, W. Va., to Roanoke, Va.).
601.6259 VOR civil airway No. 259 control areas. (Unassigned)
601.6260 VOR civil airway No. 260 control areas (Charleston, W. Va., to Roanoke, Va.).

HAWAIIAN VOR CIVIL AIRWAY CONTROL AREAS

601.6401 Hawaiian VOR civil airway No. 1 control areas.
601.6402 Hawaiian VOR civil airway No. 2 control areas.
601.6403 Hawaiian VOR civil airway No. 3 control areas.
601.6404 Hawaiian VOR civil airway No. 4 control areas.
601.6405 Hawaiian VOR civil airway No. 5 control areas.
601.6406 Hawaiian VOR civil airway No. 6 control areas.
601.6407 Hawaiian VOR civil airway No. 7 control areas.
601.6408 Hawaiian VOR civil airway No. 8 control areas.
601.6409 Hawaiian VOR civil airway No. 9 control areas.
601.6410 Hawaiian VOR civil airway No. 10 control areas.

Subpart G—VOR Civil Airway Reporting Points

601.7001 Domestic VOR reporting points.
601.7002 Hawaiian VOR reporting points.

AUTHORITY: §§ 601.1 to 601.7002 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551.

SUBPART A—INTRODUCTION

GENERAL

§ 601.1 *Basis and purpose.* The basis of this part is found in sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and in §§ 60.73 and 60.74 of this title. The purpose of this part is to designate control areas, control zones, and reporting points in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

§ 601.2 *Explanation of terms.* As used in this part:

(a) "Control area" shall mean an airspace of defined dimensions extending upward from an altitude of 700 feet above the surface within which air traffic control is exercised.

(b) "Control zone" shall mean an airspace of defined dimensions extending upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas apply for the protection of air traffic.

(c) "Reporting point" shall mean a geographic location in relation to which the position of an aircraft shall be reported.

(d) As used in this part the term "mile" means "statute mile" unless otherwise specified in this part.

CONTROL AREAS

§ 601.9 *Extent of control areas.* Points or intersections prescribed in designating control areas frequently coincide with points or intersections specified in designating the centerline of civil airways. In such cases the control areas shall include all of the airspace within 5 miles either side of a straight line extended through the center of the points or intersections specified in designating the civil airways and all of the airspace within a 5-mile radius of such points or intersections unless otherwise provided in Subpart B, (§§ 601.11 through 601.1000), Subpart C (§§ 601.1001 through 601.1980), and Subpart F (§§ 601.6001 through 601.6999). In addition, such control areas shall include all the airspace between straight lines connecting the center of the points or intersections specified in designating the main and associated alternate VOR civil airways, unless otherwise specified.

§ 601.10 *Designation of control areas.* The portions of the civil airways and control area extensions described in Subpart B, Subpart C, and Subpart F are designated as control areas.

SUBPART B—COLORED CIVIL AIRWAY CONTROL AREAS

GREEN CIVIL AIRWAYS

§ 601.11 *Green civil airway No. 1 control areas (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).* All of Green civil airway No. 1.

§ 601.12 *Green civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).* All of Green civil airway No. 2.

§ 601.13 *Green civil airway No. 3 control areas (San Francisco, Calif., to New York, N. Y.).* All of Green civil airway No. 3.

§ 601.14 *Green civil airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.).* All of Green civil airway No. 4.

§ 601.15 *Green civil airway No. 5 control areas (Los Angeles, Calif., to Boston, Mass.).* All of Green civil airway No. 5.

§ 601.16 *Green civil airway No. 6 control areas (Laredo, Tex., to Norfolk, Va.).* All of Green civil airway No. 6.

§ 601.17 *Green civil airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).* All of Green civil airway No. 7.

§ 601.18 *Green civil airway No. 8 control areas (Cold Bay, Alaska, to Northway, Alaska).* From a line extended at right angles across such airway through a point 50 miles southwest of the King Salmon, Alaska, radio range station to the Northway, Alaska, radio range station.

§ 601.19 *Green civil airway No. 9 control areas (Hawaiian Islands).* All of Green civil airway No. 9.

§ 601.20 *Green civil airway No. 10 control areas (United States-Canadian Border to Denver, Colo.).* All of Green civil airway No. 10.

AMBER CIVIL AIRWAYS

§ 601.101 *Amber civil airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).* All of Amber civil airway No. 1.

§ 601.102 *Amber civil airway No. 2 control areas (Long Beach, Calif., to Point Barrow, Alaska).* All of Amber civil airway No. 2 within the continental limits of the United States. From the intersection of the northwest course of the Snag, Yukon Territory, Canada, radio range and the United States-Canadian Border to a line extended at right angles through a point 25 miles north of the Bettles, Alaska, radio range station.

§ 601.103 *Amber civil airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.).* All of Amber civil airway No. 3.

§ 601.104 *Amber civil airway No. 4 control areas (Brownsville, Tex., to Minot, N. Dak.).* All of Amber civil airway No. 4.

§ 601.105 *Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).* All of Amber civil airway No. 5.

§ 601.106 *Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).* All of Amber civil airway No. 6.

§ 601.107 *Amber civil airway No. 7 control areas (Key West, Fla., to United States-Canadian Border).* All of Amber civil airway No. 7.

§ 601.108 *Amber civil airway No. 8 control areas (Los Angeles, Calif., to Ellensburg, Wash.).* All of Amber civil airway No. 8.

§ 601.109 *Amber civil airway No. 9 control areas (Charleston, S. C., to Norfolk, Va.).* All of Amber civil airway No. 9.

§ 601.110 *Amber civil airway No. 10 control areas (Hawaiian Islands).* All of Amber civil airway No. 10.

§ 601.111 *Amber civil airway No. 11 control areas (Hawaiian Islands).* All of Amber civil airway No. 11.

§ 601.112 *Amber civil airway No. 12 control areas (Hawaiian Islands).* All of Amber civil airway No. 12.

§ 601.113 *Amber civil airway No. 13 control areas (Washington, D. C., to New York, N. Y.).* All of Amber civil airway No. 13.

§ 601.114 *Amber civil airway No. 14 control areas (Washington, D. C., to New York, N. Y.).* All of Amber civil airway No. 14.

§ 601.115 *Amber civil airway No. 15 control areas (Washington, D. C., to New York, N. Y.).* All of Amber civil airway No. 15.

§ 601.119 *Amber civil airway No. 19 control areas (Washington, D. C., to New York, N. Y.).* All of Amber civil airway No. 19.

RED CIVIL AIRWAYS

§ 601.201 *Red civil airway No. 1 control areas (Big Spring, Tex., to San Antonio, Tex.).* All of Red civil airway No. 1.

§ 601.202 *Red civil airway No. 2 control areas (Sheridan, Wyo., to Rapid City, S. Dak.).* All of Red civil airway No. 2.

§ 601.203 *Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.).* All of Red civil airway No. 3.

§ 601.204 *Red civil airway No. 4 control areas (Las Vegas, N. Mex., to Tucumcari, N. Mex.).* All of Red civil airway No. 4.

§ 601.205 *Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).* All of Red civil airway No. 5.

§ 601.206 *Red civil airway No. 6 control areas (Denver, Colo., to Omaha, Nebr.)* All of Red civil airway No. 6.

§ 601.207 *Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.).* All of Red civil airway No 7.

§ 601.208 *Red civil airway No. 8 control areas (Dayton, Ohio, to Newark, N. J.).* All of Red Civil airway No. 8.

§ 601.209 *Red civil airway No. 9 control areas (San Diego, Calif., to Casa Grande, Ariz.).* All of Red Civil airway No. 9.

§ 601.210 *Red civil airway No. 10 control areas (Amarillo, Tex., to Charleston, S. C.).* All of Red civil airway No. 10.

§ 601.211 *Red civil airway No. 11 control areas (Enid, Okla., to Boston, Mass.).* All of Red civil airway No. 11.

§ 601.212 *Red civil airway No. 12 control areas (Joliet, Ill., to Erie, Pa.).* All of Red civil airway No. 12.

§ 601.213 *Red civil airway No. 13 control areas (Wheeling, W. Va., to Boston, Mass.).* All of Red civil airway No. 13.

§ 601.214 *Red civil airway No. 14 control areas (Lone Rock, Wis., to Louisville, Ky.).* All of Red civil airway No. 14.

§ 601.215 *Red civil airway No. 15 control areas (Reno, Nev., to Phoenix, Ariz.).* From the intersection of the northeast course of the Reno, Nev., radio range and the northwest course of the Fallon, Nev., radio range to a line extended at right angles through a point 25 miles southeast of the Fallon, Nev., radio range station. From the Las Vegas, Nev., radio range station to the Phoenix, Ariz., radio range station.

§ 601.216 *Red civil airway No. 16 control areas (Tallahassee, Fla., to Raleigh, N. C.).* All of Red civil airway No. 16.

§ 601.217 *Red civil airway No. 17 control areas (St. Louis, Mo., to Baltimore, Md.).* All of Red civil airway No. 17.

§ 601.218 *Red civil airway No. 18 control areas (Indianapolis, Ind., to Wash-*

ington, D. C.). All of Red civil airway No. 18.

§ 601.219 *Red civil airway No. 19 control areas (Traverse City, Mich., to Norfolk, Va.)* All of Red civil airway No. 19.

§ 601.220 *Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.)*. All of Red civil airway No. 20.

§ 601.221 *Red civil airway No. 21 control areas (New York, N. Y., to Boston, Mass.)*. All of Red civil airway No. 21.

§ 601.222 *Red civil airway No. 22 control areas (Mount Clemens, Mich., to Albany, N. Y.)*. All of Red civil airway No. 22.

§ 601.223 *Red civil airway No. 23 control areas (United States-Canadian Border to New York, N. Y.)*. All of Red civil airway No. 23.

§ 601.224 *Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.)*, All of Red civil airway No. 24.

§ 601.225 *Red civil airway No. 25 control areas (United States-Canadian Border to Bangor, Maine)*. All of Red civil airway No. 25.

§ 601.226 *Red civil airway No. 26 control areas (Petersburg, Va., to Corapeake, N. C.)*. All of Red civil airway No. 26.

§ 601.227 *Red civil airway No. 27 control areas (Atlanta, Ga., to Detroit, Mich.)*. All of Red civil airway No. 27.

§ 601.228 *Red civil airway No. 28 control areas (Rockford, Ill., to Detroit, Mich.)*. All of Red civil airway No. 28.

§ 601.229 *Red civil airway No. 29 control areas (Elmira, N. Y., to Baltimore, Md.)*. All of Red civil airway No. 29.

§ 601.230 *Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.)*. All of Red civil airway No. 30.

§ 601.231 *Red civil airway No. 31 controls areas (Cheyenne, Wyo., to La Crosse, Wis.)*. All of Red civil airway No. 31.

§ 601.232 *Red civil airway No. 32 control areas (Laredo, Tex., to Houston, Tex.)*. All of Red civil airway No. 32.

§ 601.233 *Red civil airway No. 33 control areas (Norfolk, Va., to Boston, Mass.)*. All of Red civil airway No. 33.

§ 601.234 *Red civil airway No. 34 control areas (Charleston, W. Va., to Weeksville, N. C.)*. All of Red civil airway No. 34.

§ 601.235 *Red civil airway No. 35 control areas (Pueblo, Colo., to St. Joseph, Mo.)*. All of Red civil airway No. 35.

§ 601.236 *Red civil airway No. 36 control area (Rochester, Minn., to La Crosse, Wis.)*. All of Red civil airway No. 36.

§ 601.237 *Red civil airway No. 37 control areas (Tyler, Tex., to Gordonsville, Va.)*. All of Red civil airway No. 37.

§ 601.238 *Red civil airway No. 38 control areas (Big Spring, Tex., to San Antonio, Tex.)*. All of Red civil airway No. 38.

§ 601.239 *Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska)*. All of Red civil airway No. 39.

§ 601.240 *Red civil airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska)*. All of Red civil airway No. 40.

§ 601.241 *Red civil airway No. 41 control areas (Cape Spencer, Alaska, to Sisters Island, Alaska)*. All of Red civil airway No. 41.

§ 601.242 *Red civil airway No. 42 control areas (Milwaukee, Wis., to Aurora, Ill.)*. All of Red civil airway No. 42.

§ 601.243 *Red civil airway No. 43 control areas (Chicago, Ill., to La Fayette, Ind.)*. All of Red civil airways No. 43.

§ 601.244 *Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border)*. All of Red civil airway No. 44.

§ 601.245 *Red civil airway No. 45 control areas (Blackstone, Va., to Lancaster, Pa.)* All of Red civil airway No. 45.

§ 601.246 *Red civil airway No. 46 control areas (United States-Canadian Border to Jamestown, N. Dak.)*. All of Red civil airway No. 46.

§ 601.247 *Red civil airway No. 47 control areas (Tampa, Fla., to Daytona Beach, Fla.)*. All of Red civil airway No. 47.

§ 601.248 *Red civil airway No. 48 control area (Helena, Mont., to Livingston, Mont.)*. All of Red civil airway No. 48.

§ 601.249 *Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.)*. All of Red civil airway No. 49.

§ 601.250 *Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska)*. All of Red civil airway No. 50.

§ 601.251 *Red civil airway No. 51 control areas (Blackstone, Va., to Norfolk, Va.)*. All of Red civil airway No. 51.

§ 601.252 *Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.)*. All of Red civil airway No. 52.

§ 601.253 *Red civil airway No. 53 control areas (Portland, Oreg., to Spokane, Wash.)*. All of Red civil airway No. 53.

§ 601.254 *Red civil airway No. 54 control areas (Burley, Idaho, to Salt Lake City, Utah)*. All of Red civil airway No. 54.

§ 601.255 *Red civil airway No. 55 control areas (Chicago, Ill., to Columbus, Ohio)*. All of Red civil airway No. 55.

§ 601.256 *Red civil airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.)*. All of Red civil airway No. 56.

§ 601.257 *Red civil airway No. 57 control areas (Des Moines, Iowa, to Youngstown, Ohio)*. All of Red civil airway No. 57.

§ 601.258 *Red civil airway No. 58 control areas (Augusta, Maine, to United States-Canadian Border)*. All of Red civil airway No. 58.

§ 601.259 *Red civil airway No. 59 control areas (Garden City, Kans., to Oklahoma City, Okla.)*. All of Red civil airway No. 59.

§ 601.260 *Red civil airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.)*. All of Red civil airway No. 60.

§ 601.261 *Red civil airway No. 61 control areas (Butler, Pa., to Washington, D. C.)*. All of Red civil airway No. 61.

§ 601.262 *Red civil airway No. 62 control areas (Pittsburgh, Pa., to Altoona, Pa.)*. All of Red civil airway No. 62.

§ 601.263 *Red civil airway No. 63 control areas (Bangor, Mich., to Jackson, Mich.)*. All of Red civil airway No. 63.

§ 601.264 *Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska)*. From the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 601.265 *Red civil airway No. 65 control areas (Los Angeles, Calif., to Hayfield Lake, Calif.)*. All of Red civil airway No. 65.

§ 601.266 *Red civil airway No. 66 control areas (Santa Barbara, Calif., to Los Angeles, Calif.)*. All of Red civil airway No. 66.

§ 601.267 *Red civil airway No. 67 control areas (Crestview, Fla., to Atlanta, Ga.)*. All of Red civil airway No. 67.

§ 601.268 *Red civil airway No. 68 control areas (Midland, Tex., to Shreveport, La.)*. All of Red civil airway No. 68.

§ 601.269 *Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.)*. All of Red civil airway No. 69.

§ 601.270 *Red civil airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.)*. All of Red civil airway No. 70.

§ 601.271 *Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.)*. All of Red civil airway No. 71.

§ 601.272 *Red civil airway No. 72 control areas (Millville, N. J., to Paterson, N. J.)*. All of Red civil airway No. 72.

§ 601.273 *Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.)*. All of Red civil airway No. 73.

§ 601.274 *Red civil airway No. 74 control areas (New Orleans, La., to Bay Minette, Ala.)*. All of Red civil airway No. 74.

§ 601.275 *Red civil airway No. 75 control areas (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.)*. All of Red civil airway No. 75.

§ 601.276 *Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.)*. All of Red civil airway No. 76.

§ 601.277 *Red civil airway No. 77 control areas (Greensboro, N. C., to Atlantic City, N. J.)*. All of Red civil airway No. 77.

§ 601.278 *Red civil airway No. 78 control areas (Medford, Oreg., to Klamath*

Falls, Oreg.). All of Red civil airway No. 78.

§ 601.279 *Red civil airway No. 79 control areas (Neah Bay, Wash., to Everett, Wash.).* All of Red civil airway No. 79.

§ 601.280 *Red civil airway No. 80 control areas (Helena, Mont., to Miles City, Mont.).* All of Red civil airway No. 80.

§ 601.281 *Red civil airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.).* All of Red civil airway No. 81.

§ 601.282 *Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).* All of Red civil airway No. 82.

§ 601.283 *Red civil airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.).* All of Red civil airway No. 83.

§ 601.284 *Red civil airway No. 84 control areas (Meridian, Miss., to Columbus, Ga.).* All of Red civil airway No. 84.

§ 601.285 *Red civil airway No. 85 control areas (Akron, Ohio, to Altoona, Pa.).* All of Red civil airway No. 85.

§ 601.286 *Red civil airway No. 86 control areas (Millinocket, Maine, to Houlton, Maine).* All of Red civil airway No. 86.

§ 601.287 *Red civil airway No. 87 control areas (Hawaiian Islands).* All of Red civil airway No. 87.

§ 601.288 *Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).* All of Red civil airway No. 88.

§ 601.289 *Red civil airway No. 89 control areas (Quincy, Ill., to Peoria, Ill.).* All of Red civil airway No. 89.

§ 601.290 *Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).* All of Red civil airway No. 90.

§ 601.291 *Red civil airway No. 91 control areas (Dunkirk, N. Y., to Syracuse, N. Y.).* All of Red civil airway No. 91.

§ 601.292 *Red civil airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border).* All of Red civil airway No. 92.

§ 601.293 *Red civil airway No. 93 control areas (Lincoln, Nebr., to Omaha, Nebr.).* All of Red civil airway No. 93.

§ 601.294 *Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.).* All of Red civil airway No. 94.

§ 601.295 *Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.).* All of Red civil airway No. 95.

§ 601.296 *Red civil airway No. 96 control areas (Palacios, Tex., to Baton Rouge, La.).* All of Red civil airway No. 96.

§ 601.297 *Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).* All of Red civil airway No. 97.

§ 601.298 *Red civil airway No. 98 control areas (Vichy, Mo., to Belleville, Ill.).* All of Red civil airway No. 98.

§ 601.299 *Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska).* All of Red civil airway No. 99.

§ 601.300 *Red civil airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.).* All of Red civil airway No. 100.

§ 601.301 *Red civil airway No. 101 control areas (Biloxi, Miss., to Pensacola, Fla.).* All of Red civil Airway No. 101.

§ 601.302 *Red civil airway No. 102 control areas (Louisville, Ky., to Huntington, W. Va.).* All of Red civil airway No. 102.

§ 601.303 *Red civil airway No. 103 control areas (Anchorage, Alaska, to Middleton Island, Alaska).* All of Red civil airway No. 103.

§ 601.304 *Red civil airway No. 104 control areas (Greensboro, N. C., to Raleigh, N. C.).* All of Red civil airway No. 104.

§ 601.305 *Red civil airway No. 105 control areas (Wichita, Kans., to Neosho, Mo.).* All of Red civil airway No. 105.

§ 601.306 *Red civil airway No. 106 control areas (Scottsbluff, Nebr., to North Platte, Nebr.).* All of Red civil airway No. 106.

§ 601.307 *Red civil airway No. 107 control areas (Stanton, Minn., to Red Wing, Minn.).* All of Red civil airway No. 107.

§ 601.308 *Red civil airway No. 108 control areas (Promontory Point, Utah to Fort Bridger, Wyo.).* All of Red civil airway No. 108.

§ 601.309 *Red civil airway No. 109 control areas (Portland, Oreg., to Spokane, Wash.).* All of Red civil airway No. 109.

§ 601.310 *Red civil airway No. 110 control areas (Mobile, Ala., to Pensacola, Fla.).* All of Red civil airway No. 110.

§ 601.312 *Red civil airway No. 112 control areas (Albany, N. Y., to Westfield, Mass.).* All of Red civil airway No. 112.

BLUE CIVIL AIRWAYS

§ 601.601 *Blue civil airway No. 1 control areas (Miami, Fla., to Tampa, Fla.).* All of Blue civil airway No. 1.

§ 601.602 *Blue civil airway No. 2 control areas (Montgomery, Ala., to Erie, Pa.).* All of Blue civil airway No. 2.

§ 601.603 *Blue civil airway No. 3 control areas (Miami, Fla., to Sault Ste. Marie, Mich.).* All of Blue civil airway No. 3.

§ 601.604 *Blue civil airway No. 4 control areas (Boston, Mass., to United States-Canadian Border).* All of Blue civil airway No. 4.

§ 601.605 *Blue civil airway No. 5 control areas (Galveston, Tex., to Wichita, Kans.).* All of Blue civil airway No. 5.

§ 601.606 *Blue civil airway No. 6 control areas (Abilene, Tex., to Muskegon, Mich.).* All of Blue civil airway No. 6.

§ 601.607 *Blue civil airway No. 7 control areas (Hollister, Calif., to Williams, Calif.).* All of Blue civil airway No. 7.

§ 601.608 *Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).* All of Blue civil airway No. 8.

§ 601.609 *Blue civil airway No. 9 control areas (Springfield, Mo., to United States-Canadian Border).* All of Blue civil airway No. 9.

§ 601.610 *Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.).* All of Blue civil airway No. 10.

§ 601.611 *Blue civil airway No. 11 control areas (Findlay, Ohio, to Dunkirk, N. Y.).* All of Blue civil airway No. 11.

§ 601.613 *Blue civil airway No. 13 con-control areas (Houston, Tex., to Des Moines, Iowa).* All of Blue civil airway No. 13.

§ 601.614 *Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).* All of Blue civil airway No. 14.

§ 601.615 *Blue civil airway No. 15 control areas (Huntington, W. Va., to Youngstown, Ohio).* All of Blue civil airway No. 15.

§ 601.616 *Blue civil airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.).* All of Blue civil airway No. 16.

§ 601.617 *Blue civil airway No. 17 control areas (Bangor, Maine, to Presque Isle, Maine).* All of Blue civil airway No. 17.

§ 601.618 *Blue civil airway No. 18 control areas (Philadelphia, Pa., to United States-Canadian Border).* All of Blue civil airway No. 18.

§ 601.619 *Blue civil airway No. 19 control areas (Key West, Fla., to Orlando, Fla.).* All of Blue civil airway No. 19.

§ 601.620 *Blue civil airway No. 20 control areas (Millville, N. J., to Allentown, Pa.).* All of Blue civil airway No. 20.

§ 601.622 *Blue civil airway No. 22 control areas (Memphis, Tenn., to Wichita, Kans.).* All of Blue civil airway No. 22.

§ 601.623 *Blue civil airway No. 23 control areas (Norfolk, Va., to Chincoteague, Va.).* All of Blue civil airway No. 23.

§ 601.625 *Blue civil airway No. 25 control areas (Middleton Island, Alaska, to Big Delta, Alaska).* All of Blue civil airway No. 25.

§ 601.626 *Blue civil airway No. 26 control areas (Anchorage, Alaska, to Fairbanks, Alaska).* All of Blue civil airway No. 26.

§ 601.627 *Blue civil airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska).* All of Blue civil airway No. 27.

§ 601.628 *Blue civil airway No. 28 control areas (Charleston, S. C., to Bulls*

Gap, Tenn.). All of Blue civil airway No. 28.

§ 601.629 *Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.).* All of Blue civil airway No. 29.

§ 601.630 *Blue civil airway No. 30 control areas (Brownsville, Tex., to Pueblo, Colo.).* All of Blue civil airway No. 30.

§ 601.631 *Blue civil airway No. 31 control areas (Burlington, Iowa, to Madison, Wis.).* All of Blue civil airway No. 31.

§ 601.632 *Blue civil airway No. 32 control areas (Anchorage, Alaska, to Talkeetna, Alaska).* All of Blue civil airway No. 32.

§ 601.633 *Blue civil airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.).* All of Blue civil airway No. 33.

§ 601.634 *Blue civil airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.).* All of Blue civil airway No. 34.

§ 601.635 *Blue civil airway No. 35 control areas (Oxnard, Calif., to Bakersfield, Calif.).* All of Blue civil airway No. 35.

§ 601.636 *Blue civil airway No. 36 control areas (Akron, Colo., to Kimball, Nebr.).* All of Blue civil airway No. 36.

§ 601.637 *Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).* All of Blue civil airway No. 37.

§ 601.638 *Blue civil airway No. 38 control areas (Five Finger, Alaska, to United States-Canadian Border).* All of Blue civil airway No. 38.

§ 601.639 *Blue civil airway No. 39 control areas (Savannah, Ga., to Elmira, N. Y.).* All of Blue civil airway No. 39.

§ 601.640 *Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.).* All of Blue civil airway No. 40.

§ 601.641 *Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border).* All of Blue civil airway No. 41.

§ 601.642 *Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.).* All of Blue civil airway No. 42.

§ 601.643 *Blue civil airway No. 43 control areas (Nenana, Alaska, to Nenabank, Alaska).* All of Blue civil airway No. 43.

§ 601.644 *Blue civil airway No. 44 control areas (Indianapolis, Ind., to United States-Canadian Border).* All of Blue civil airway No. 44.

§ 601.645 *Blue civil airway No. 45 control areas (Greenfield, Mass., to Newport, Vt.).* All of Blue civil airway No. 45.

§ 601.646 *Blue civil airway No. 46 control areas (Memphis, Tenn., to Paducah, Ky.).* All of Blue civil airway No. 46.

§ 601.647 *Blue civil airway No. 47 control areas (Blackstone, Va., to Dunkirk, N. Y.).* All of Blue civil airway No. 47.

§ 601.648 *Blue civil airway No. 48 control areas (Marathon, Fla., to Miami, Fla.).* All of Blue civil airway No. 48.

§ 601.649 *Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.).* All of Blue civil airway No. 49.

§ 601.651 *Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).* All of Blue civil airway No. 51.

§ 601.652 *Blue civil airway No. 52 control areas (Paso Robles, Calif., to Fresno, Calif.).* All of Blue civil airway No. 52.

§ 601.653 *Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).* All of Blue civil airway No. 53.

§ 601.654 *Blue civil airway No. 54 control areas (Evergreen, Calif., to Hamilton AFB, Calif.).* All of Blue civil airway No. 54.

§ 601.655 *Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).* All of Blue civil airway No. 55.

§ 601.656 *Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).* All of Blue civil airway No. 56.

§ 601.657 *Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho).* All of Blue civil airway No. 57.

§ 601.658 *Blue civil airway No. 58 control areas (Nantucket, Mass., to Squantum, Mass.).* All of Blue civil airway No. 58.

§ 601.660 *Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).* All of Blue civil airway No. 60.

§ 601.663 *Blue civil airway No. 63 control areas (Concord, N. H., to Berlin, N. H.).* All of Blue civil airway No. 63.

§ 601.664 *Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).* All of Blue civil airway No. 64.

§ 601.665 *Blue civil airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska).* All of Blue civil airway No. 65.

§ 601.666 *Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).* All of Blue civil airway No. 66.

§ 601.667 *Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).* All of Blue civil airway No. 67.

§ 601.668 *Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).* All of Blue civil airway No. 68.

§ 601.669 *Blue civil airway No. 69 control areas (St. Louis, Mo., to Quincy, Ill.).* All of Blue civil airway No. 69.

§ 601.670 *Blue civil airway No. 70 control areas (Waco, Tex., to Tulsa, Okla.).* All of Blue civil airway No. 70.

§ 601.671 *Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).* All of Blue civil airway No. 71.

§ 601.672 *Blue civil airway No. 72 control areas (Enid, Okla., to Wichita, Kans.).* All of Blue civil airway No. 72.

§ 601.675 *Blue civil airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border).* All of Blue civil airway No. 75.

§ 601.676 *Blue civil airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).* All of Blue civil airway No. 76.

§ 601.678 *Blue civil airway No. 78 control areas (Spring Bay, Utah, to Malad City, Idaho).* All of Blue civil airway No. 78.

§ 601.679 *Blue civil airway No. 79 control areas (Annette Island, Alaska to United States-Canadian Border).* All of Blue civil airway No. 79.

§ 601.680 *Blue civil airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska).* All of Blue civil airway No. 80.

§ 601.681 *Blue civil airway No. 81 control areas (Charleston, W. Va., to Akron, Ohio).* All of Blue civil airway No. 81.

§ 601.684 *Blue civil airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine).* All of Blue civil airway No. 84.

§ 601.685 *Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).* All of Blue civil airway No. 85.

§ 601.686 *Blue civil airway No. 86 control areas (Goshen, Ind., to Fort Wayne, Ind.).* All of Blue civil airway No. 86.

§ 601.687 *Blue civil airway No. 87 control areas (Lexington, Ky., to Dayton, Ohio).* All of Blue civil airway No. 87.

SUBPART C—CONTROL AREA EXTENSIONS

§ 601.1001 *Control area extension (Moses Lake, Wash.).* That airspace south of Green civil airway No. 2 within a 30-mile radius of Larson Air Force Base, excluding the portion which lies within the boundaries of prohibited area (P-246), and the airspace within 10 miles either side of a line extending from the Moses Lake nondirectional radio beacon (MSK) to the Walla Walla, Wash., radio range station.

§ 601.1002 *Control area extension (Austin, Tex.).* That airspace within a 40-mile radius of the Austin radio range station, excluding the portion which overlaps restricted area (R-343).

§ 601.1003 *Control area extension (Corinne, Utah).* Within 5 miles either side of a line bearing 289° True extending from the Corinne nondirectional radio beacon to Blue civil airway No. 78.

§ 601.1004 *Control area extension (Brownsville, Tex.).* That airspace over United States territory within a 40-mile radius of the Brownsville, Tex., radio range station, excluding the portion which overlaps restricted areas and excluding the portions lying north of Latitude 26°30′00″ and more than 3 miles from the United States shoreline.

§ 601.1005 *Control area extension (Jacksonville, Fla.).* Within 5 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 20 miles northeast, and that airspace bounded on the north by Red civil airway No. 30, on the east by Amber civil airway No. 7 and on the south and west by the Jacksonville restricted area (R-161).

§ 601.1006 *Control area extension (Lake Charles, La.)*. All that airspace within a 40-mile radius of the Lake Charles, La., radio range station excluding the portion which overlaps the Houston (Beaumont-Palacios-Houston) Control area extension.

§ 601.1007 *Control area extension (Laredo, Tex.)*. That airspace over United States territory within a 35-mile radius of the Laredo, Tex., radio range station.

§ 601.1008 *Control area extension (Savannah, Ga.)*. From the Savannah, Ga., radio range station extending 5 miles either side of the southeast course of the Savannah radio range to a point 20 miles southeast of the range station, extending 5 miles either side of the southwest course of the radio range to a point 30 miles southwest of the radio range station, extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio range station, and within 5 miles either side of the centerline of the east-west runway of Travis Field, Savannah, Ga., from Amber civil airway No. 7 to a point 20 miles west of Travis Field, excluding the portion overlapping the Camp Stewart restricted area.

§ 601.1009 *Control area extension (Augusta, Ga.)*. All that area within 5 miles either side of the centerline of the north-south runway of Bush Field, Augusta, Ga., extending to a point 30 miles south of Bush Field.

§ 601.1010 *Control area extension (Greenwood, S. C.)*. That airspace bounded on the south by a straight line from a point at lat. 34°07′00″, long. 82°15′00″ to a point at lat. 34°19′00″, long. 81°38′00″, on the east by Blue civil airway No. 28, on the north by the Greenville, S. C. (Greenville-Charlotte-Greensboro) control area extension, on the west by Blue civil airway No. 39 to point of beginning.

§ 601.1011 *Control area extension (Daytona Beach, Fla.)*. Within 5 miles either side of the west course of the Daytona Beach radio range extending from the radio range station to a point 20 miles west, and within 5 miles either side of the 244° True radial of the Daytona Beach omnirange extending from the omnirange station to a point 20 miles southwest.

§ 601.1012 *Control area extension (Florence, S. C.)*. From the Florence, S. C., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio station.

§ 601.1013 *Control area extension (Fort Myers, Fla.)*. Within 5 miles either side of the lines bearing 45° True and 220° True from Fort Myers, Fla., nondirectional radio beacon extending from Blue civil airway No. 1 on the northeast to a point 20 miles southwest of the nondirectional radio beacon

§ 601.1014 *Control area extension (Greenville, S. C.) (Greenville-Charlotte-Greensboro area)*. All that airspace beginning at lat. 35°49′30″, long. 79°30′00″, thence southwesterly to lat. 34°49′30″, long. 80°10′00″, thence clockwise along the arc of a 50-mile radius circle centered on the Charlotte, N. C., radio range (at lat. 35°10′30″, long. 80°56′00″) to lat. 34°27′15″, long. 80°52′30″, thence westerly to lat. 34°22′30″, long. 82°20′00″, thence clockwise along the arc of a 30-mile radius circle centered on the Greenville, S. C., radio range (at lat. 34°48′45″, long. 82°20′30″) to lat. 35°13′30″, long. 82°30′00″, thence northeast to lat. 35°19′00″, long. 82°06′30″, thence clockwise along the arc of a 30-mile radius circle centered on the Spartanburg, S. C., radio range to the northwest edge of Green civil airway No. 6, thence along the northwest edge of Green civil airway No. 6 to the arc of a 35-mile radius circle centered between the Winston-Salem and Greensboro, N. C., radio ranges at lat. 36°06′00″, long. 80°01′30″, thence clockwise along the arc of this 35-mile radius circle to the point of beginning.

§ 601.1015 *Control area extension (Greenwood, Miss.)*. From the Greenwood, Miss., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and extending 5 miles either side of the 66° True and 246° True radials of the Greenwood omnirange to points 20 miles southwest and northeast of the omnirange station.

§ 601.1016 *Control area extension (Augusta, Ga.)*. Within 5 miles either side of the 320° True radial of the Augusta omnirange extending from the omnirange station to a point 15 miles northwest.

§ 601.1017 *Control area extension (Newberg, Oreg.)*. Within 5 miles either side of the 70° True radial of the Newberg omnirange extending from the omnirange station to its intersection with the Portland, Oreg., omnirange 96° True radial.

§ 601.1018 *Control area extension (Meridian, Miss.)*. From the Meridian, Miss., radio range station extending 5 miles either side of the north course of the Meridian, Miss., radio range to a point 20 miles north of the radio range station and extending from the ILS localizer 5 miles either side of the localizer course to a point 30 miles south of the ILS localizer.

§ 601.1019 *Control area extension (Nashville, Tenn.)*. That airspace within a 50-mile radius of the Nashville Tenn., radio range station bounded on the northwest by a direct line extending from the Graham, Tenn., omnirange station to the Bowling Green, Ky., omnirange station.

§ 601.1020 *Control area extension (Macon, Ga.)*. Within 5 miles either side of the 47° True and 227° True courses of the Macon ILS localizer extending from the localizer to a point 25 miles northeast and to a point 30 miles southwest.

§ 601.1021 *Control area extension (Belleville, Ill.)*. All that area within a 40-mile radius of the Scott AFB radio range station, Belleville, Ill.

§ 601.1022 *Control area extension (West Palm Beach, Fla.)*. From the West Palm Beach, Fla., radio range station, extending within 5 miles either side of the west course of the West Palm Beach radio range, to a point 20 miles west of the radio range station.

§ 601.1023 *Control area extension (Akron, Colo.)*. From the Akron, Colo., radio range station, extending within 5 miles either side of the north course of the Akron radio range, to a point 20 miles north of the radio range station.

§ 601.1024 *Control area extension (Burlington, Iowa)*. Within a 15-mile radius of the Burlington, Iowa omnirange station and within 5 miles either side of the 112° True radial of the omnirange extending from the omnirange station to a point 25 miles east.

§ 601.1025 *Control area extension (New Orleans, La.)*. All that area within a 25-mile radius of the New Orleans, La., radio range station located in the southeast quadrant and including all the area bounded on the west by the south course of the New Orleans, La., radio range on the south and east by the shoreline and on the north by Red civil airway No. 30; all that air space within a 35-mile radius of the New Orleans, La., radio range station in the southwest and northwest quadrants of the radio range and the airspace in the northeast quadrant of the radio range bounded on the northeast by the northern shoreline of Lake Ponchartrain.

§ 601.1026 *Control area extension (Grand Island, Nebr.)*. From the Grand Island, Nebr., radio range station, extending within 5 miles either side of the north course of the Grand Island radio range, to a point 20 miles north of the radio range station and within 5 miles either side of the 180° True and 360° True radials of the Grand Island omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1027 *Control area extension (Kansas City, Mo.)*. All that area within a 42-mile radius of the Kansas City, Mo., Municipal Airport excluding that area outside existing civil airways that lies within the south quadrant of the Kansas City radio range and excluding the portion below 4,000 feet which overlaps the Lake City, Mo., restricted area.

§ 601.1028 *Control area extension (Monroe, La.)*. Within 5 miles either side of the northeast and southwest courses of the Monroe radio range extending from the radio range station to a point 25 miles northeast and to a point 20 miles southwest, and within 5 miles either side of the 41° True and 221° True radials of the Monroe omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1029 *Control area extension (Corpus Christi, Tex.)*. All that airspace lying in the north quadrant of the Corpus Christi, Tex., radio range within a 58-mile radius of the range station bounded on the southwest by Blue civil airway No. 30 and on the southeast by Green civil airway No. 6 including the airspace within 6 miles either side of the northeast course of the Refugio, Tex., radio range extending from the radio range station to a point 32 miles northeast and the airspace within the arc of a circle of 29-mile radius centered on the Normanna, Tex., nondirectional radio beacon bounded on the southwest by Blue civil airway No. 30 and on the east by a line extending from a point at Lat. 28°54′30″, Long. 97°33′40″ to a point at Lat. 28°38′00″, Long. 97°38′30″.

§ 601.1030 *Control area extension (Victorville, Calif.)*. All that area within the vicinity of George AFB, Victorville, Calif., bounded on the north by Green 4, on the southwest by Blue 14 and on the southeast by Amber 2, and the airspace north of the George AFB bounded by a line beginning at lat. 35°11′00″, long. 117°12″00″, thence to lat. 34°57′00″, long. 117°12″00″, thence to lat. 34°54′45″, long. 116°53′45″, thence along the northern boundary of Green civil airway No. 4 to lat. 34°49′00″, long. 117°29′00″, thence to lat. 35°11′00″, long. 117°24′00″, thence to point of beginning, excluding the portion which overlaps Restricted Area (R–279).

§ 601.1031 *Control area extension (North Platte, Nebr.)*. All that airspace within a 25-mile radius of the North Platte radio range bounded on the south by Green civil airway No. 3, and the airspace bounded on the east by a line 5 miles east of and parallel to the south course of the radio range, on the south by VOR civil airway No. 8 and on the northwest by Red civil airway No. 6.

§ 601.1032 *Control area extension (Kotzebue, Alaska)*. Within 5 miles either side of a line bearing 50° True extending from the Kotzebue, Alaska, non-directional radio beacon to a point 25 miles northeast.

§ 601.1033 *Control area extension (St. Joseph, Mo.)*. That airspace within a 25-mile radius of Rosecrans Field bounded on the northeast by Amber civil airway No. 4, and on the southeast by Red civil airway No. 35.

§ 601.1034 *Control area extension (Springfield, Mo.)*. All that area within a 25-mile radius of the Springfield, Mo., radio range station.

§ 601.1035 *Control area extension (Little Rock, Ark.)*. That airspace within a 50 mile radius of the Little Rock radio range station, excluding the portion below 9,000 ft. between sunrise and sunset Saturdays and Sundays only which lies within Little Rock restricted area (R–134), and excluding the portion below 15,000 ft. between sunrise and sunset daily which lies within Pine Bluff restricted area (R–135).

§ 601.1036 *Control area extension (West Palm Beach, Fla.)*. Within 5 miles either side of the 151° True radial of the West Palm Beach omnirange extending from the West Palm Beach omnirange station via the intersection of the West Palm Beach 151° True radial and the Miami, Fla., 060° True radial thence via the Miami 060° True radial to the Miami, Fla., omnirange station. The airspace which lies within Patrick AFB warning area (W–497–B) and Miami warning area (W–171) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.1037 *Control area extension (Pensacola, Fla.)*. That airspace within 8 miles east of and 5 miles west of the north and south courses of the Pensacola, Fla., radio range extending from the radio range station to points 25 miles north and 12 miles south.

§ 601.1038 *Control area extension (Great Falls, Mont.)*. That airspace within a 25-mile radius of the Great Falls omnirange station extending from the southern boundary of VOR civil airway No. 120 clockwise to the southeastern boundary of Amber civil airway No. 2, and the airspace within 5 miles either side of the northeast course of the Great Falls radio range extending from the radio range station to a point 30 miles northeast including the airspace within a 30 mile radius of the Great Falls omnirange station which lies within the north quadrant of the Great Falls low frequency radio range.

§ 601.1039 *Control area extension (Portland, Oreg.)*. That airspace within a 30-mile radius of the Portland International Airport.

§ 601.1040 *Control area extension (Medford, Oreg.)*. From the Medford, Oreg., radio range station, extending within 5 miles either side of the west course of the Medford radio range, to a point 20 miles west of the radio range station and within 5 miles either side of the 270° True radial of the Medford omnirange extending from the omnirange station to VOR civil airway No. 27.

§ 601.1041 *Control area extension (Boise, Idaho)*. Within 5 miles either side of the southwest course of the Boise radio range extending from the radio range station to a point 20 miles southwest including the airspace in the south quadrant of the Boise radio range bounded on the northeast and southeast by the Mountain Home, Idaho, control area extension and on the southwest by a line drawn 135° True from a point at lat. 43°20′20″, long. 116°29′15″ extending to the Mountain Home control area extension.

§ 601.1042 *Control area extension (Columbus, Ohio)*. That airspace within a 15-mile radius of the Columbus, Ohio, omnirange station; that airspace southwest of Columbus bounded on the north by Green civil airway No. 4, on the east by Blue civil airway No. 15, on the south by Red civil airway No. 8 and on the west by VOR civil airway No. 47; that airspace southeast of Columbus within a 30-mile radius of Lockbourne Air Force Base extending clockwise from the south boundary of Red civil airway No. 8 to the east boundary of Blue civil airway No. 15.

§ 601.1043 *Control area extension (Bowling Green, Ky.)*. From the Bowling Green, Ky., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and all that area within a 15 mile radius of the Bowling Green omnirange station.

§ 601.1044 *Control area extension (Ypsilanti, Mich.)*. From the Willow Run Airport, Ypsilanti, Mich. ILS localizer extending 5 miles either side of the localizer course to a point 20 miles southwest of the ILS outer marker.

§ 601.1045 *Control area extension (Presque Isle, Maine)*. From the Presque Isle, Maine, radio range station extending 5 miles either side of the west course of the radio range to a point 15 miles west of the radio range station, including all that area bounded on the north and east by Blue civil airway No. 17, on the south by Red civil airway No. 86 and on the west by Amber civil airway No. 7.

§ 601.1046 *Control area extension (Falfurrias, Tex.)*. Within 5 miles on the northwest side and 15 miles on the southeast side of the southwest course of the Kingsville, Tex., radio range extending from the Falfurrias nondirectional radio beacon to a point 35 miles southwest of the nondirectional radio beacon.

§ 601.1047 *Control area extension (Bangor, Maine)*. That airspace within a 25-mile radius of Dow Air Force Base, Bangor, Maine.

§ 601.1048 *Control area extension (Red Bluff, Calif.)*. From the Red Bluff, Calif., radio range station extending 5 miles either side of the east course of the radio range to a point 25 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station.

§ 601.1049 *Control area extension (Utica, N. Y.)*. From the Utica, N. Y., radio range station, within 5 miles either side of the northwest course of the Utica, N. Y., radio range, extending 20 miles northwest of the Utica, N. Y., radio range station and within 5 miles either side of the northeast course of the Utica radio range extending from the radio range station to a point 15 miles northeast.

§ 601.1050 *Control area extension (Bakersfield, Calif.)*. From the Bakersfield, Calif., radio range station extending within 5 miles either side of the southwest course of the Bakersfield, Calif., radio range to a point 25 miles southwest of the radio range station including the airspace in the northwest quadrant of the radio range bounded on the northeast by VOR civil airway No. 137 and on the west by VOR civil airway No. 107.

§ 601.1051 *Control area extension (Portland, Maine).* From the Portland, Maine, radio range station, within 5 miles either side of the northwest course of the Portland, Maine, radio range extending 20 miles northwest of the Portland, Maine, radio range station.

§ 601.1052 *Control area extension (Atlanta, Ga.).* All that airspace within a 50-mile radius of the Atlanta radio range station including the airspace north of Atlanta bounded on the west by VOR civil airway No. 5, on the north by VOR civil airway No. 54 and on the east by VOR civil airway No. 97, and the airspace east of Atlanta bounded on the northwest by VOR civil airway No. 20, on the east by VOR civil airway No. 35 and on the south by VOR civil airway No. 18 including the airspace southwest of Atlanta bounded on the north by VOR civil airway No. 18, on the west by longitude 86°00'00'', and on the southeast by VOR civil airway No. 20.

§ 601.1053 *Control area extension (Houston, Tex.) (Beaumont-Palacios-Houston area).* All that airspace beginning at Latitude 30°22'00'', Longitude 94°03'00'', thence clockwise along an arc with a 25-mile radius centered on the Beaumont, Tex., radio range station to Latitude 29°38'35'', Longitude 94°00'00'', thence south to Latitude 29°37'30'', Longitude 94°00'00'', thence southwesterly 3 nautical miles from and parallel to the shoreline to Latitude 28°23'20'', Longitude 96°17'30'', thence clockwise along an arc with a 25-miles radius centered on the Palacios, Tex., radio range station to Latitude 28°55'00'', Longitude 96°38'45'', thence northeasterly to Latitude 29°58'30'', Longitude 95°58'30'', thence clockwise along an arc with a 50-mile radius centered on the Houston, Tex., radio range station to Latitude 30°20'25'', Longitude 95°17'00'', thence east to point of beginning. The portions of this control area which overlap the Palacios Restricted Area R–494 and Palacios Warning Area W–494 are excluded.

§ 601.1054 *Control area extension (Sinclair, Wyo.).* From the Sinclair, Wyo., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1055 *Control area extension (Elmira, N. Y.).* Within a 15-mile radius of the Elmira, N. Y., omnirange station.

§ 601.1056 *Control area extension (Buffalo, N. Y.).* Within a 15-mile radius of the Buffalo, N. Y., omnirange station.

§ 601.1057 *Control area extension (Binghamton, N. Y.).* Within a 15-mile radius of the Binghamton, N. Y., omnirange station.

§ 601.1058 *Control area extension (Martinsburg, W. Va.).* Within 5 miles either side of the southwest and northeast courses of the Martinsburg radio range extending from the radio range station to a point 20 miles southwest and to a point 33 miles northeast, and that airspace within a 15-mile radius of the Martinsburg, W. Va., omnirange station.

§ 601.1059 *Control area extension (Lynchburg, Va.).* From the Lynchburg, Va., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1060 *Control area extension (Elkins, W. Va.).* From the Elkins, W. Va., radio range station, within 5 miles either side of the south course of the Elkins radio range, extending 10 miles south of the Elkins, W. Va., airport and all that area within a 15 mile radius of the Elkins omnirange station.

§ 601.1061 *Control area extension (Mt. Clemens, Mich.).* All that airspace bounded on the north by an arc having a radius of 40 miles from Selfridge Air Force Base, Mt. Clemens, Mich., on the east and southeast by the United States-Canadian Boundary, and on the southwest by Red civil airway No. 20 and the Flint, Mich., control area extension.

§ 601.1062 *Control area extension (Raleigh, N. C.).* That airspace within a 30-mile radius of the Raleigh, N. C., radio range station, within 5 miles either side of the southeast course of the Raleigh radio range extending from the range station to a point 41 miles southeast, and within 5 miles either side of the Raleigh ILS localizer course extending from the localizer to a point 30 miles southwest.

§ 601.1063 *Control area extension (Roanoke, Va.).* From the Roanoke, Va., radio range station extending 5 miles either side of the south course of the Roanoke, Va., radio range to a point 20 miles south of the radio range station.

§ 601.1064 *Control area extension (Chicopee Falls, Mass.).* That airspace northeast of Chicopee Falls bounded on the northwest by Red civil airway No. 33, on the northeast by VOR civil airway No. 151 and the Worcester, Mass., control zone, on the southeast by Amber civil airway No. 7 and on the south by a line extending from a point at latitude 42°08'50'', longitude 72°28'00'' to a point at latitude 42°04'30'', longitude 72°11'30'' excluding the airspace below 2,500 ft. Mean Sea Level; that airspace north of Chicopee Falls bounded on the west by Blue civil airway No. 41, on the north by VOR civil airway No. 2 and on the southeast by VOR civil airway No. 39; that airspace northwest of Chicopee Falls lying within an arc of 38 statute miles centered on the Westover, Mass., Air Force Base bounded on the north by VOR civil airway No. 2, on the east by Blue civil airway No. 41 and on the south by Red civil airway No. 112.

§ 601.1065 *Control area extension (Biloxi, Miss.).* All that area within a 25-mile radius of the Keesler AFB, Biloxi, Miss., radio range station, excluding Airspace Warning Areas.

§ 601.1066 *Control area extension (New York, N. Y.).* That airspace within a radius of 125 miles of the Idlewild, N. Y., omnirange station extending clockwise from the 238° True radial to the 328° True radial of the omnirange thence within a radius of 30 miles of the Idlewild omnirange station extending clockwise from the 328° True radial to the 238° True radial of the omnirange.

§ 601.1067 *Control area extension (Dayton, Ohio).* That airspace within a 15-mile radius of the Dayton, Ohio, omnirange station including the airspace within 5 miles either side of the Dayton ILS localizer course extending from the localizer to a point 20 miles southwest of the ILS outer marker.

§ 601.1068 *Control area extension (Riverside, Calif.).* That airspace east of March Air Force Base bounded on the east by a line extending between a point at latitude 33°51'00'', longitude 116°50'40'' and a point at latitude 33°45'45'', longitude 116°50'00'', on the south by VOR civil airway No. 64, on the northwest by VOR civil airway No. 8 and on the north by Green civil airway No. 5; that airspace southeast of March Air Force Base bounded on the north by VOR civil airway No. 64, on the east by VOR civil airway No. 117, on the southeast and south by Red civil airway No. 65, and on the southwest by Caution Area C–444.

§ 601.1069 *Control area extension (Santa Barbara, Calif.).* Within 5 miles either side of the west and southeast courses of the Santa Barbara radio range extending from the radio range station to a point 25 miles west and 20 miles southeast.

§ 601.1070 *Control area extension (Oceanside, Calif.).* Within 5 miles either side of a line bearing 293° True extending from the Oceanside non-directional radio beacon to its point of intersection with a line bearing 221° True from the Los Angeles radio range station; within 5 miles either side of a line bearing 284° True extending from the Oceanside non-directional radio beacon to its point of intersection with a line bearing 181° True from the Los Angeles omnirange station.

§ 601.1071 *Control area extension (Burbank, Calif.).* That airspace east of the Burbank, Calif., radio range station bounded on the west by Amber civil airway No. 1, on the south by Green civil airway No. 5, on the southeast by Amber civil airway No. 2 and on the northeast by a line 5 miles northeast of and parallel to the southeast course of the Burbank radio range; that airspace southwest of the Burbank, Calif., radio range station bounded on the north by Red civil airway No. 90, on the east by Amber civil airway No. 1, on the south by Amber civil airway No. 8 and on the west by a line 5 miles west of and parallel to a direct line between the Burbank, Calif., outer marker and the intersection of the west course of the Los Angeles, Calif., radio range and the southeast course of the Camarillo, Calif., radio range.

§ 601.1072 *Control area extension (Sumter, S. C.).* From the Shaw AFB radio range station, Sumter, S. C., extending 5 miles either side of the southwest course of the Shaw AFB radio range between the southern boundary of Red civil airway No. 16 and the northeast boundary of Blue civil airway No. 28, excluding the portion which overlaps the Shaw AFB restricted area.

§ 601.1073 *Control area extension (Fresno, Calif.).* Within 5 miles either side of the northeast course of the Fresno, Calif., radio range extending from the radio range station to a point 20 miles northeast, within 5 miles either side of the Fresno ILS localizer front course extending to a point 15 miles southeast of the Fresno Air Terminal, and that airspace within a 35-mile radius of the Fresno Air Terminal extending clockwise from a line bearing 153° True from the Fresno Air Terminal to a line 5 miles northeast of and parallel to the back course of the Fresno ILS localizer.

§ 601.1074 *Control area extension (Los Angeles, Calif.).* Within 5 miles either side of the west and south courses of the Los Angeles radio range extending from the radio range station to points 40 miles west and south; within 5 miles either side of a line bearing 221° True extending from the Los Angeles radio range station to a point 40 miles southwest; within 5 miles either side of the southeast course of the Camarillo, Calif., radio range extending from Amber civil airway No. 8 to the intersection of the southeast course of the Camarillo radio range with a bearing of 221° True from the Los Angeles radio range station; within 5 miles either side of a line bearing 181° True extending from the Los Angeles omnirange station to a point 40 miles south of the omnirange station.

§ 601.1075 *Control area extension (Ada, Okla.).* All that area within a 15-mile radius of the Ada, Okla., Municipal Airport.

§ 601.1076 *Control area extension (Phoenix, Ariz.).* That airspace southwest of Phoenix bounded on the north and east by VOR civil airway No. 16, on the south by VOR civil airway No. 66N, and on the west by VOR civil airway No. 87; that airspace northwest and north of Phoenix bounded on the south by Green civil airway No. 5, on the west by longitude 112°50′00″, on the north by latitude 34°00′00″ and on the east by VOR civil airway No. 95; that airspace within 5 miles either side of the east course of the Phoenix radio range extending from the radio range station to a point 25 miles east.

§ 601.1077 *Control area extension (Elko, Nev.).* From the Elko, Nev., radio range station extending 5 miles either side of the north course of the Elko, Nev., radio range to a point 25 miles from the radio range station, and extending 5 miles on either side of the south course of the Elko, Nev., radio range to a point 25 miles south of the radio range station.

§ 601.1078 *Control area extension (Reno, Nev.).* From the Reno, Nev., radio range station extending 5 miles either side of the north course of the Reno, Nev., radio range to a point 50 miles north of the radio range station.

§ 601.1079 *Control area extension (Rock Springs, Wyo.).* From the Rock Springs, Wyo., radio range station extending 5 miles either side of the north course of the Rock Springs, Wyo., radio range to a point 25 miles north of the radio range station, and extending 5 miles either side of the south course of the Rock Springs, Wyo., radio range to a point 25 miles south of the radio range station.

§ 601.1080 *Control area extension (Louisville, Ky.).* All that area within a 15-mile radius of the Louisville omnirange station excluding danger areas, and all that area within 5 miles either side of the 122° True radial of the Louisville omnirange extending from the omnirange station to a point 25 miles southeast, the area within 5 miles either side of the 154° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast, and the area within 5 miles either side of the Louisville ILS localizer course extending from the localizer to a point 13.2 miles southwest, and that airspace northeast of Louisville bounded on the southeast by Amber civil airway No. 6 and on the west and northwest by VOR civil airway No. 47.

§ 601.1081 *Control area extension (Windsor Locks, Conn.).* That airspace in the vicinity of Bradley Field, Windsor Locks, Conn., bounded on the southeast by Amber civil airway No. 7, on the southwest and west by Blue civil airway No. 41, on the northwest by Red civil airway No. 33 and on the north by a line extending from a point at latitude 42°08′50″, longitude 72°28′00″ to a point at latitude 42°04′30″, longitude 72°11′30″; that airspace southwest of Bradley Field bounded on the northwest by Red civil airway No. 33, on the northeast by Blue civil airway No. 41 and on the south by Red civil airway No. 13.

§ 601.1082 *Control area extension (Montgomery, Ala.).* That airspace bounded on the north by Lat. 32°52′00″, on the east by Long. 86°00′00″, on the south by Lat. 31°45′00″, and on the west by Long. 87°30′00″.

§ 601.1083 *Control area extension (Bartlesville, Okla.).* All that area within a 20-mile radius of the Phillips Airport, Bartlesville, Okla.

§ 601.1084 *Control area extension (Quincy, Ill.).* That airspace within a 25-mile radius of the Quincy non-directional radio beacon including the airspace north of Quincy bounded on the east by VOR civil airway No. 63, on the southwest by VOR civil airway No. 52 and on the northwest by VOR civil airway No. 10.

§ 601.1085 *Control area extension (Edwards Air Force Base, Calif.).* All that airspace bounded on the south by Green civil airway No. 4, on the southwest by Blue civil airway No. 14, on the north by Lat. 34°58′00″, on the east by Long. 117°48′00″, including the airspace within 5 miles either side of a line bearing 56° True extending from the Edwards Air Force Base and passing through the Edwards omnirange station site at Lat. 35°00′18″, Long. 117°41′14″ to a point 15 miles northeast of the omnirange station site, excluding the portions which overlap Restricted Area (R-279) and excluding the portion above 20,000 feet MSL which conflicts with Restricted Area (R-484).

§ 601.1086 *Control area extension (Memphis, Tenn.).* That airspace within a 50-mile radius of the Memphis radio range station lying in the southeast, southwest and northwest quadrants of the radio range and that airspace within an arc 45 miles in radius from the Memphis NAS radio range station bounded on the west and northwest by VOR civil airway No. 11 and on the southeast by Green civil airway No. 5.

§ 601.1087 *Control area extension (Akron, Ohio).* From the Akron-Canton Airport, Akron, Ohio, ILS localizer extending 5 miles either side of the localizer course to a point 20 miles south of the ILS outer marker, and extending 5 miles either side of a direct line between the Akron, Ohio, radio range station and the Brecksville, Ohio, fan marker.

§ 601.1088 *Control area extension (Alexandria, Minn.).* From the Alexandria, Minn., radio range station extending 5 miles either side of the north course of the Alexandria, Minn., radio range to a point 20 miles north of the radio range station, including all that area within a 15 mile radius of the Alexandria omnirange station, and all that area within 5 miles either side of the 50° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1089 *Control area extension (Cincinnati, Ohio).* All that airspace within a 15-mile radius of the Cincinnati, Ohio, omnirange station and that airspace northwest of Cincinnati bounded on the north by Red civil airway No. 18, on the east by VOR civil airway No. 47 and on the southwest by the east alternate of VOR civil airway No. 97.

§ 601.1090 *Control area extension (Lawrence, Mass.).* Within 5 miles either side of a direct line extending from the Lawrence, Mass., nondirectional radiobeacon to the Bedford, Mass., outer marker.

§ 601.1091 *Control area extension (Detroit, Mich.).* That airspace within a 20-mile radius of the Willow Run Airport, Detroit, Mich.; and the airspace north of Detroit bounded on the south by VOR civil airway No. 116, on the west by VOR civil airway No. 133, on the north by VOR civil airway No. 84 and on the east by Red civil airway No. 20.

§ 601.1092 *Control area extension (Dickinson, N. Dak.).* From the Dickinson, N. Dak., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station including all that area within a 15-mile radius of the Dickinson omnirange station, and all that area within 5 miles either side of the 15° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1093 *Control area extension (Fargo, N. Dak.).* From the Fargo, N. Dak., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the Glyndon fan marker, and extending from the ILS localizer 5 miles either side of the localizer course to a point 20 miles south of the outer marker, and all that area within a 15 mile radius of the Fargo omnirange station.

§ 601.1094 *Control area extension (Flint, Mich.)*. From the Flint, Mich., outer compass locator extending 5 miles either side of the 88° and 268° True courses of the outer compass locator to points 25 miles east and west of the outer compass locator.

§ 601.1095 *Control area extension (Fort Wayne, Ind.)*. All that area within a 15-mile radius of the Fort Wayne omnirange station including that area within 5 miles either side of the 318° True radial of the omnirange extending from the omnirange station to a point 25 miles northwest and that area within 5 miles either side of the Fort Wayne ILS localized course extending from the localizer to a point 20 miles southeast of the outer marker.

§ 601.1096 *Control area extension (Glenview, Ill.)*. From the Glenview, Ill., radio range station extending 5 miles either side of the northwest course of the Glenview, Ill., radio range to a point 20 miles northwest of the radio range station.

§ 601.1097 *Control area extension (Grand Forks, N. Dak.)*. From the Grand Forks, N. Dak., radio range station extending 5 miles either side of the south course of the Grand Forks, N. Dak., radio range to a point 20 miles south of the radio range station.

§ 601.1098 *Control area extension (Casper, Wyo.)*. All that area within a 25-mile radius of the Casper, Wyo., radio range station in the northeast, southwest and northwest quadrants of the radio range, excluding the portion which overlaps restricted areas.

§ 601.1099 *Control area extension (Indianapolis, Ind.)*. From the Weir-Cook Municipal Airport, Indianapolis, Ind., ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles southwest of the ILS outer marker and all that area within a 15-mile radius of the Indianapolis omnirange station.

§ 601.1100 *Control area extension (Lone Rock, Wis.)*. That airspace within a 15-mile radius of the Lone Rock omnirange station including the airspace within 5 miles either side of the 24° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1101 *Control area extension (Madison, Wis.)*. Within 5 miles either side of a line bearing 183° True from the Madison, Wis., outer marker extending from the outer marker to a point 25 miles south.

§ 601.1102 *Control area extension (Minneapolis, Minn.)*. All that area within a 30-mile radius of the Minneapolis-St. Paul International Airport lying within the east, south, and west quadrants of the Minneapolis radio range, including all that area within a 15-mile radius of the Minneapolis omnirange station and the airspace north of Minneapolis bounded on the northwest by VOR civil airway No. 13, on the east by Blue civil airway No. 9 and on the southwest by VOR civil airway No. 26.

§ 601.1103 *Control area extension (Minot, N. Dak.)*. All that area within a 15-mile radius of the Minot, N. Dak., omnirange station.

§ 601.1104 *Control area extension (Rockford, Ill.)*. From the Rockford, Ill., radio range station extending 5 miles either side of the west course of the Rockford, Ill., radio range to a point 20 miles west of the radio range station.

§ 601.1105 *Control area extension (Muskegon, Mich.)*. That airspace within a 15-mile radius of the Muskegon omnirange station and within 5 miles either side of the southeast course of the Muskegon radio range extending from the radio range station to the western boundary of Red civil airway No. 28.

§ 601.1106 *Control area extension (Whidbey Island, Wash.)*. All that area beginning at lat. 48°30′00″, long. 123°07′15″, thence northeast to lat. 48°35′50″, long. 122°58′40″, thence east-northeast to lat. 48°42′15″, long. 122°41′00″, thence southerly to lat. 48°01′20″, long. 122°27′10″, thence northwesterly to lat. 48°06′30″, long. 122°52′35″, thence northwesterly to lat. 48°12′00″, long. 122°59′30″, thence to point of beginning, excluding the portions which overlap restricted areas.

§ 601.1107 *Control area extension (Topeka, Kans.)*. All that area within a 25-mile radius of the Topeka, Kans., omnirange station.

§ 601.1108 *Control area extension (Salina, Kans.)*. That airspace north of Salina, Kansas, within a 30-mile radius of a point at Latitude 38°52′39″, Longitude 97°38′54″, bounded on the south by VOR civil airway No. 4, and the airspace southeast of the Salina omnirange station bounded on the north by VOR civil airway No. 4 and on the west by VOR civil airway No. 73 within a 25-mile radius of the omnirange station.

§ 601.1109 *Control area extension (Goodland, Kans.)*. From the Goodland, Kans., omnirange station extending 5 miles either side of the 22° True radial of the omnirange to a point 20 miles north and within 5 miles either side of the 202° True radial of the Goodland omnirange extending from the omnirange station to a point 25 miles southwest.

§ 601.1110 *Control area extension (Hobbs, N. Mex.)*. From the Hobbs, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1111 *Control area extension (San Diego, Calif.)*. From the San Diego, Calif., radio range station extending 5 miles either side of the southwest course of the San Diego, Calif., radio range to a point 25 miles southwest of the radio range station.

§ 601.1112 *Control area extension (Fort Dix, N. J.)*. All that area bounded on the north by Red civil airway No. 3 on the east by VOR civil airway No. 1, on the southeast by Green civil airway No. 5, on the southwest by Red civil airway No. 73 and on the west by Blue civil airway No. 20, excluding the portion which overlaps the Fort Dix, N. J., restricted area and the Lakehurst, N. J., caution area.

§ 601.1113 *Control area extension (San Francisco, Calif.)*. All that area bounded on the northeast by a line extending through the San Francisco, Calif., and Moffett Field, Calif., radio range stations, on the northwest by a line 5 miles northwest of and parallel to the southwest course of the San Francisco, Calif., radio range, on the west by a line 3 nautical miles off shore, on the southeast by a line 5 miles southeast of and parallel to the southwest course of the Moffett Field radio range, and including all that area northeast of the San Francisco, Calif., radio range station bounded on the northwest by Amber civil airway No. 8, on the northeast by Blue civil airway No. 10 and on the southeast and southwest by Green civil airway No. 3, and including all that area northeast of the San Francisco radio range station bounded on the northwest by Green civil airway No. 3, on the east by Blue civil airway No. 7 and on the south by Red civil airway No. 60, and all that area beginning at a point on the western boundary of Blue civil airway No. 10 at the point of intersection with lat. 38°15′00″, thence along the western boundaries of Blue civil airway No. 10, Blue civil airway No. 54 and Amber civil airway No. 8 to a point at which the western boundary of Amber civil airway No. 8 intersects the coastline, thence along the coastline in a northwesterly direction to Point Reyes, Calif., thence in a northeasterly direction to lat. 38°15′00″, long. 122°45′00″, thence to the point of beginning.

§ 601.1114 *Control area extension (Bettles, Alaska)*. Within 5 miles either side of the southeast course of the Bettles, Alaska, radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1115 *Control area extension (Dodge City, Kans.)*. Within 5 miles either side of the 341° and 161° True radials of the Dodge City omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1116 *Control area extension (Hutchinson, Kans.)*. All that area within a 25-mile radius of the Hutchinson, Kans., radio range station.

§ 601.1117 *Control area extension (Grosse Ile, Mich.)*. That airspace south of the Grosse Ile Naval Air Station bounded on the west by VOR civil airway No. 197, on the north by VOR civil airway No. 10, on the northeast by Red civil airway No. 19 and on the southeast by a line through a point at Lat. 41°51′10″, Long. 83°08′35″ and a point at Lat. 41°45′20″, Long. 83°20′25″.

§ 601.1118 *Control area extension (Grand Junction, Colo.)*. Within 5 miles either side of a line bearing 305° True extending from Walker Airport, Grand

Junction, Colo., to a point 30 miles northwest of the airport, and within 5 miles either side of the 357° True radial of the Grand Junction omnirange extending from the omnirange station to a point 15 miles north.

§ 601.1119 *Control area extension (St. Louis, Mo.).* All that area within a 25-mile radius of the St. Louis, Mo., radio range station in the northeast and southwest quadrants of the radio range.

§ 601.1120 *Control area extension (Cedar Rapids, Iowa).* Within 5 miles either side of a line bearing 266° True extending from the Cedar Rapids Municipal Airport to a point 25 miles west, and within 5 miles either side of a line bearing 90° True from the airport to a point 25 miles east.

§ 601.1121 *Control area extension (White Plains, N. Y.).* From the Westchester Airport White Plains, N. Y., ILS localizer extending 5 miles either side of the localizer course to its intersection with the south course of the New Hackensack, N. Y., radio range.

§ 601.1122 *Control area extension (Tri-City, Tenn.).* That airspace within a 28-mile radius of the Tri-City radio range station lying in the east quadrant of the radio range; that airspace within a 30-mile radius of the radio range station lying in the west quadrant of the radio range, and the airspace within 5 miles either side of the 289° True radial of the Tri-City omnirange extending from the omnirange station to a point 50 miles northwest.

§ 601.1123 *Control area extension (Birmingham, Ala.).* That airspace bounded by a line beginning at a point at latitude 32°52′00″, longitude 87°30′00″, thence north to latitude 34°15′00″, longitude 87°30′00″, thence east to latitude 34°15′00″, longitude 86°15′00″, thence south to latitude 34°00′00″, longitude 86°15′00″, thence southeast to latitude 33°39′00″, longitude 86°00′00″, thence south to latitude 32°52′00″, longitude 86°00′00″, thence west to latitude 32°52′00″, longitude 87°30′00″.

§ 601.1124 *Control area extension (Eugene, Oreg.).* Within 5 miles either side of the west course of the Eugene, Oreg., radio range extending from the radio range station to VOR civil airway No. 27.

§ 601.1125 *Control area extension (Tallahassee, Fla.).* That airspace bounded on the north by VOR civil airway No. 22, on the east by VOR civil airway No. 159 and on the south and west by VOR civil airway No. 7W, excluding the portion above 19,000 feet mean sea level between sunset and sunrise which lies within Tyndall AFB restricted area (R–336).

§ 601.1126 *Control area extension (Knoxville, Tenn.).* That airspace within a 40-mile radius of the Knoxville, Tenn., radio range station beginning at a point south of Knoxville on the western edge of Red civil airway No. 27 and extending counterclockwise to a point at lat. 36°15′00″, long. 84°30′00″, thence bounded on the northwest by a straight line from this point to a point at lat. 36°00′00″, long. 84°56′30″, thence bounded on the west by VOR civil airway No. 51, on the southwest by the Chattanooga control area extension, on the south by VOR civil airway No. 54, and on the east by the western boundary of Red civil airway No. 27 to point of beginning, excluding the airspace which lies within Prohibited Area PA–78.

§ 601.1127 *Control area extension (Pasco, Wash.).* That airspace beginning at a point at lat. 46°13′03″, long. 119°03′45″ within 5 miles either side of lines drawn 179° True and 269° True extending from that point to their intersection with the northeast boundary of Green civil airway No. 10; that airspace bounded by lines 5 miles south of and 10 miles north of and parallel to a line drawn 89° True from the point of beginning extending to the northwest boundary of VOR civil airway No. 112 on the south, to long. 118°43′30″ on the north, bounded on the west by long. 119°03′45″, and including the airspace within 5 miles either side of the northwest course of the Walla Walla, Wash., radio range from the radio range station northwestward to long. 118°43′30″.

§ 601.1128 *Control area extension (Jackson, Miss.).* From the Jackson, Miss., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles northwest of the ILS localizer.

§ 601.1129 *Control area extension (Washington, D. C.).* All that area within a 40-mile radius of the Washington National Airport, excluding that portion northeast of the airport bounded on the west by the eastern boundary of Red civil airways Nos. 29 and 45 and on the south by the northern boundary of Green civil airway No. 5 and excluding the Washington Airspace Reservation and restricted areas.

§ 601.1130 *Control area extension (Spokane, Wash.).* That airspace within a radius of 45 nautical miles centered on Fairchild Air Force Base, Spokane, Wash.

§ 601.1131 *Control area extension (Sitka, Alaska).* Within 5 miles either side of the southwest course of the Sitka, Alaska, radio range extending from the radio range station to a point 25 miles southwest.

§ 601.1132 *Control area extension (West Palm Beach, Fla.).* Within 5 miles either side of the 36° True radial of the West Palm Beach omnirange extending from the omnirange station to a point 100 miles northeast, thence northwestward within 5 miles either side of the 127° True radial of the Daytona Beach, Fla., omnirange to its intersection with the centerline of Control area extension No. 1150, excluding the portion below 2,000 ft. which lies outside the continental limits of the United States.

§ 601.1133 *Control area extension (Seattle, Wash.).* That airspace within a 30-mile radius of the Seattle-Tacoma International Airport, excluding the portion below 1,500 feet mean sea level which lies over Fort Lewis restricted area (R–503), below 5,000 feet mean sea level which lies over Fort Lewis restricted area (R–504), and below 14,000 feet mean sea level which lies over Fort Lewis restricted area (R–505); that airspace southsouthwest of Seattle bounded on the south by latitude 46°35′00″, on the west by longitude 123°03′00″ and on the northnortheast by Blue civil airway No. 71; that airspace north of Seattle bounded on the south by Red civil airway No. 79, on the east by Green civil airway No. 10, and on the northwest by a line extending from a point at latitude 48°02′00″, longitude 122°26′00″ to a point at latitude 47°55′00″, longitude 122°32′00″.

§ 601.1134 *Control area extension (Columbus, Ga.).* That airspace north of Columbus bounded on the northwest by VOR civil airway No. 20, on the south by VOR civil airway No. 56, on the east by VOR civil airway No. 97, and on the north by the Atlanta, Ga., 50-mile radius control area extension.

§ 601.1135 *Control area extension (Marianna, Fla.).* Within 5 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 20 miles southeast, excluding the airspace above 19,000 feet overlapping Tyndall AFB restricted area (R–336) between sunset and sunrise.

§ 601.1136 *Control area extension (San Juan, P. R.).* Within a radius of 100 nautical miles of the Isle Grande Airport, San Juan, P. R., excluding the airspace over existing restricted areas and warning areas. (Designated to conform with Recommendation No. 6 of the Rules of the Air and Air Traffic Control Committee of the Second ICAO Caribbean Regional Air Navigation Meeting, as approved by the Council of ICAO.)

§ 601.1137 *Control area extension (Big Spring, Tex.).* That airspace within a 37-mile radius of the Big Spring radio range station.

§ 601.1138 *Control area extension (Orlando, Fla.).* Within 5 miles either side of the northwest course of the Orlando radio range extending from the radio range station to a point 25 miles northwest; that airspace northeast of Orlando bounded on the south by a line 5 miles southeast of and parallel to the northeast course of the Orlando radio range, on the northeast by Amber civil airway No. 7 and on the northwest by Red civil airway No. 47, and all that airspace bounded on the north by Latitude 29°00′00″, on the west by Tampa control area extension No. 1325, on the south by Latitude 27°45′00″, and on the east and northeast by Blue civil airway No. 19 and the northwest course of the Orlando radio range.

§ 601.1139 *Control area extension (Lexington, Ky.).* Within 5 miles either side of a line bearing 222° True extending from the Lexington, Ky., nondirectional radio beacon to a point 20 miles southwest, and within 5 miles either side of the 123° True radial of the Lexington omnirange extending from the omnirange station to a point 25 miles southeast, within 5 miles either side of a line bearing 313° True extending from the Lexington nondirectional radio beacon to its point of intersection with the east course of the Louisville, Ky., radio range.

§ 601.1140 *Control area extension (Youngstown, Ohio)*. That airspace southeast of Youngstown bounded on the north by VOR civil airway No. 6, on the east by VOR civil airway No. 37, on the south by Red civil airway No. 85 and on the southwest and west by VOR civil airway No. 41.

§ 601.1141 *Control area extension (Boston, Mass.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the midway point of a direct line between the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1142 *Control area extension (Boston, Mass.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1143 *Control area extension (Nantucket, Mass.)*. That airspace with tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., nondirectional radio beacon to a circle 15 miles in radius centered at the midway point on a direct line between the Nantucket, Mass., nondirectional radio beacon and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that airspace which lies within the confines of civil airways, and excluding those portions which overlap Warning Areas (W-21, W-95 and W-104).

§ 601.1144 *Control area extension (Nantucket, Mass.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., nondirectional radio beacon to a circle 15 miles in radius centered on the intersection of a Great Circle course between the Nantucket nondirectional radio beacon and the Azores Santa Maria nondirectional radio beacon and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of civil airways.

§ 601.1145 *Control area extension (Nantucket, Mass.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., nondirectional radio beacon to a circle 15 miles in radius centered on the intersection of a rhumb line between the Nantucket nondirectional radio beacon and the Kindley AFB Bermuda radio range station and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of civil airways.

§ 601.1146 *Control area extension (New York, N. Y.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the east course of the New York (La Guardia), N. Y., radio range and the northeast course of the Mitchel AFB, N. Y., radio range to a circle 5 miles in radius centered at the intersection of the southeast course of the Quonset, R. I. (Navy) radio range and a line bearing 254° True from the Nantucket, Mass., nondirectional radio beacon to a circle 5 miles in radius centered on the Nantucket nondirectional radio beacon, excluding that portion below 2,000 feet between the intersection of the east course of the New York (La Guardia) radio range and the southwest course of the Providence, R. I., radio range and the Nantucket nondirectional radio beacon. In addition, that portion below 7,950 feet MSL which lies within the confines of the Montauk Point Restricted Area (R-487) and the Montauk Point Warning Area (W-487) (published in § 608.40 of this chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.1147 *Control area extension (New York, N. Y.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Mitchel AFB, N. Y., radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1148 *Control area extension (Millville, N. J.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Millville, N. J., radio range station and the intersection of the southeast course of the Millville, N. J., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered on the intersection of the southeast course of the Millville, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1149 *Control area extension (Norfolk, Va.)*. That airspace within a 55-mile radius of a point located at latitude 36°57′44″, longitude 76°24′44″, excluding the airspace which overlaps all danger areas, warning areas and caution areas and excluding the portion below 2,000 feet beyond the shoreline of the United States.

§ 601.1150 *Control area extension (Wilmington, N. C.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Wilmington, N. C., omnirange station to a circle 15 miles in radius centered at the midway point on a direct line between the Wilmington, N. C., omnirange station and the West Palm Beach, Fla., radio range station to a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1151 *Control area extension (Wilmington, N. C.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Wilmington, N. C., omnirange station to a circle 5 miles in radius centered at a point at lat. 33°55′00″, long. 77°19′00″ to a circle 15 miles in radius centered at the intersection of a line bearing 133° True from the Wilmington, N. C., omnirange station and the Western boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1152 *Control area extension (Charleston, S. C.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Charleston, S. C., radio range station and a circle 5 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1153 *Control area extension (Jacksonville, Fla.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Jacksonville, Fla., radio range station to a circle 15 miles in radius centered on the intersection of the east course of the Jacksonville, Fla., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet and above 20,500 feet which lies outside the continental limits of the United States.

§ 601.1154 *Control area extension (Bismarck, N. Dak.)*. All that area within a 15-mile radius of the Bismarck omnirange station including all that area 5 miles either side of the ILS localizer course extending from the localizer to a point 20 miles southeast of the outer marker, and all that area within 5 miles either side of the 114° True radial of the omnirange station extending from the omnirange station to a point 25 miles southeast.

§ 601.1155 *Control area extension (Omaha, Nebr.)*. All that airspace within a 25-mile radius of the Omaha radio range station and the airspace southwest of Omaha bounded on the north by VOR civil airways No. 8–S, 6–S and Red civil airway No. 93, on the east by Amber civil airway No. 4 and the St. Joseph, Mo., control area extension, on the south by a line extending from a point at Lat. 40°00'00", Long. 95°17'00", to a point at Lat. 40°30'00", Long. 96°51'00", to a point at Lat. 40°30'00", Long. 97°20'00", and bounded on the west by Long. 97°20'00".

§ 601.1156 *Control area extension (Albany, Ga.)*. Within 5 miles either side of the west course of the Albany radio range extending from the radio range station to a point 25 miles west and within 5 miles either side of the 335° True radial of the Albany omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1157 *Control area extension (Chicago, Ill.)*. From the Chicago, Ill., O'Hare International Airport ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the outer marker.

§ 601.1158 *Control area extension (Cleveland, Ohio)*. That airspace lying over United States territory within a 30-mile radius of the Cleveland-Hopkins Airport.

§ 601.1159 *Control area extension (Moline, Ill.)*. That airspace within a 15-mile radius of the Moline omnirange station, within 5 miles either side of the Moline ILS localizer west course extending from the localizer to a point 35 miles west of the Quad City Airport, and the airspace east of Moline bounded on the north by Green civil airway No. 3, on the south by a line 5 miles south of and parallel to the Moline ILS localizer east course, on the east by Long. 90°02'00" and on the west by VOR civil airway No. 63 and the airspace within 5 miles either side of a direct line extending from the Polo, Ill., omnirange station to the intersection of the east (back) course of the Quad-City ILS localizer and the 318° True radial of the Bradford, Ill., omnirange station.

§ 601.1160 *Control area extension (South Bend, Ind.)*. From the South Bend, Ind., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles east of the outer marker and all that area within a 15-mile radius of the South Bend omnirange station.

§ 601.1161 *Control area extension (Chicago, Ill.)*. All that area within a 30-mile radius of the Chicago-Midway Airport; all that area within a 15-mile radius of the Chicago Heights omnirange station; all that area east of the Chicago Midway Airport bounded on the northwest by Red civil airway No. 28, on the east by Blue civil airway No. 6 and on the south by Red civil airway No. 12, and all that area southeast of Chicago Midway Airport bounded on the north by Red civil airway No. 12, on the east by Blue civil airway No. 6, on the south by Green civil airway No. 3 and on the west by Red civil airway No. 14.

§ 601.1162 *Control area extension (Danville, Va.)*. Within a 5-mile radius of the Danville Municipal Airport extending 5 miles either side of a track bearing 356° True from the airport to a point 10 miles north, and extending 5 miles either side of a track bearing 57° True from the airport to a point 10 miles northeast of the airport.

§ 601.1163 *Control area extension (Vero Beach, Fla.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Vero Beach omnirange station to a circle 10 miles in radius centered on the intersection of the east course of the Melbourne, Fla., radio range and the center of Control area extension No. 1150, excluding that portion below 5,000 feet except that airspace which lies within existing control area or control area extension.

§ 601.1164 *Control area extension (Quonset Point, R. I.)*. All that area bounded by a line beginning at a point on the southern boundary of Red civil airway No. 94 at lat. 41°35'00";, long. 71°06'30", thence westward along that airway boundary to the southeastern boundary of Red civil airway No. 21, thence southwesterly along the southeastern boundary of that airway to lat. 41°32'00", long. 71°33'25", thence perpendicularly southeastward to a point 3 miles from the southwest course of the Providence, R. I., radio range, thence southwestward paralleling the southwest course of the Providence, R. I., radio range to a point at lat. 41°17'00", long. 71°44'45" on an arc of a circle with a 27-mile radius centered on the Quonset Point, R. I., NAS radio range station, thence counterclockwise along this arc to lat. 41°17'15", long. 71°00'40", thence northwestward to lat. 41°29'25", long. 71°12'00", thence northeastward to lat. 41°35'00", long. 71°06'30", point of beginning, excluding the portions which overlap restricted areas and caution areas.

§ 601.1165 *Control area extension (Oakland, Calif.)*. All that area in the vicinity of Hayward, Calif., bounded by the eastern boundary of Blue civil airway No. 10, the southern boundary of Red civil airway No. 60 and the northern boundary of Blue civil airway No. 60.

§ 601.1166 *Control area extension (Mobile, Ala.)*. Within a 25-mile radius of Brookley AFB, Mobile, Ala., excluding the portion which overlaps Caution Area C–488, and within 5 miles either side of the 292° True radial of the Mobile omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1167 *Control area extension (Ontario, Oreg.)*. That airspace within an 8½-mile radius of the Ontario Airport including the airspace southeast of Ontario bounded on the northeast by Green civil airway No. 10, on the south by the Boise, Idaho, control area extension, on the southwest by a line 12 miles southwest of and parallel to Green civil airway No. 10.

§ 601.1168 *Control area extension (Ponca City, Okla.)*. Within a 15-mile radius of the Ponca City Airport and within 5 miles either side of the 284° True radial of the Ponca City omnirange extending from the omnirange station to a point 25 miles west.

§ 601.1169 *Control area extension (Idlewild, N. Y.)*. That airspace within 5 miles either side of a direct line extending from the intersection of the southeast course of the Mitchel AFB, N. Y., radio range and the Riverhead, N. Y., omnirange 223° True radial to the Nantucket, Mass., nondirectional radio beacon excluding the airspace below 2,000 feet. In addition, that portion below 7,950 feet MSL which lies within the confines of the Montauk Point Restricted Area (R–487) and the Montauk Point Warning Area (W–487) (published in § 608.40 of this chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.1170 *Control area extension (Owensboro, Ky.)*. That airspace bounded on the north by VOR civil airway No. 4, on the southwest by VOR civil airway No. 7 and on the southeast by a line extending through points at Lat. 38°04'20", Long. 86°41'20" and Lat. 37°22'00", Long. 87°09'40".

§ 601.1171 *Control area extension (El Paso, Tex.)*. Within 5 miles either side of the north course of the El Paso radio range extending from the radio range station to a point 10 miles north of the Newman nondirectional radio beacon, excluding the portion which overlaps restricted areas, and all that area south of El Paso bounded on the northeast by VOR civil airway No. 66, on the south by a line 5 miles south of and parallel to a direct line between the Clint, Tex., nondirectional radio beacon and the Hudspeth, Tex., omnirange station, and on the west by a line 5 miles west of and parallel to the centerline of the south course of the El Paso, Tex., radio range, excluding the portion which lies outside the continental limits of the United States and that area northeast of El Paso bounded on the south by Green civil airway No. 5, on the west by the north course of the El Paso radio range, on the north by latitude 32°00'00", and on the east by Red civil airway No. 71.

§ 601.1172 *Control area extension (Rantoul, Ill.)*. Within a 25-mile radius of the Rantoul (Chanuté), Ill., AFB radio range station.

§ 601.1173 *Control area extension (San Francisco, Calif.)*. That airspace bounded by a line beginning at a point at latitude 38°08'30", longitude 122°54'00", thence to latitude 37°14'00", longitude 122°24'55", thence to latitude 36°16'00", longitude 124°26'00", thence to latitude 37°40'00", longitude 125°23'30", thence to latitude 37°50'00", longitude 124°24'30", thence to latitude 38°00'00", longitude 123°23'00", thence to latitude 38°03'20", longitude 123°12'00", thence to point of beginning. The portions of this control area extension which overlap Point Reyes warning area (W-513) are excluded between the hours 8:00 a. m. to 8:00 p. m. P. s. t. daily.

§ 601.1174 *Control area extension (Santa Ana, Calif.)*. All that area bounded on the northeast by Amber civil airway No. 1, on the southwest by the Oceanside, Calif., control area extension and on the west by the Los Angeles, Calif., control area extension.

§ 601.1175 *Control area extension (Charleston, S. C.)*. Within 5 miles either side of the 341° True radial of the Charleston, S. C., omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1176 *Control area extension (Santa Barbara, Calif.)*. That airspace centered on the 247° True radial of the Santa Barbara omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area, excluding the portion which overlaps restricted area R-288.

§ 601.1177 *Control area extension (Long Beach, Calif.) (Long Beach-Honolulu route)*. From the Long Beach, Calif., radio range station extending 5 miles either side of the southwest course of the Long Beach, Calif., radio range to its intersection at Lat. 31°56′30″, Long. 120°04′00″ with a rhumb line bearing 251° True from the San Diego, Calif., radio range station thence 5 miles either side of that rhumb line to its intersection with the Eastern Boundary of the Oakland Flight Information Region.

§ 601.1178 *Control area extension (Honolulu, T. H.)*. All that area within a radius of 25 miles from the Honolulu radio range station extending clockwise from a point 25 miles northeast of the radio range station on Green civil airway No. 9 to a point 25 miles southwest of the radio range station on Green civil airway No. 9.

§ 601.1179 *Control area extension (Hilo, T. H.)*. All that airspace within a radius of 25 miles from the Hilo, T. H., radio range station extending clockwise from a point 25 miles north of the Hilo range station on Amber civil airway No. 12 to a point 25 miles east of the Hilo range station on Red civil airway No. 87.

§ 601.1180 *Control area extension (San Antonio, Tex.)*. All that area within a 60-mile radius of the San Antonio, Tex., radio range station and that airspace northeast of the San Antonio radio range station bounded on the northwest by the Austin, Tex., control area extension, on the northeast by Red civil airway No. 32 and on the south by a straight line between points located at latitude 29°48′25″, longitude 97°25′30″ and latitude 29°52′40″, longitude 97°10′25″ and that airspace east of San Antonio bounded on the south by VOR civil airway No. 198, on the northwest by VOR civil airway No. 222 and on the northeast by VOR civil airway No. 180.

§ 601.1181 *Control area extension (Elizabeth City, N. C.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Weeksville, N. C. (Navy) radio range station to a circle 10 miles in radius centered on the intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the western boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1182 *Control area extension (Enid, Okla.)*. That airspace within a 25-mile radius of the Enid, Okla., Vance AFB nondirectional radio beacon including the airspace within a 25-mile radius of the Vance AFB omnirange station.

§ 601.1183 *Control area extension (Wake Island)*. From the Wake Island non-directional radio beacon extending 5 miles either side of rhumb lines to point 3 nautical miles off the shoreline of the Island of Wake between the following points: Wake-Honolulu; Wake-Tokyo; Wake-Guam; Wake-Midway.

§ 601.1184 *Control area extension (Douglas, Ariz.)*. Within 5 miles either side of the 131° and 311° True radials of the Douglas omnirange extending from the United States-Mexican Border to a point 15 miles northwest of the omnirange station.

§ 601.1185 *Control area extension (Utah Lake, Utah)*. Within 5 miles either side of the 125° True radial of the Utah Lake omnirange extending from the omnirange station to a point 25 miles southeast.

§ 601.1186 *Control area extension (Tucson, Ariz.)*. Within 5 miles either side of the west course of the Tucson radio range extending from the radio range station to a point 25 miles west and the airspace south of Tucson bounded on the north by Green civil airway No. 5, on the northeast by VOR civil airway No. 66, and on the west and south by VOR civil airway No. 202, excluding the portion which overlaps the Sahuarita restricted area R-310.

§ 601.1187 *Control area extension (Jackson, Mich.)*. Within 5 miles either side of a 313° True bearing extending from the Jackson, Mich., nondirectional radio beacon to a point 25 miles northwest.

§ 601.1188 *Control area extension (Milwaukee, Wis.)*. That airspace within a 20 mile radius of General Mitchell Field, Milwaukee, Wis.

§ 601.1189 *Control area extension (Daggett, Calif.)*. From the Daggett, Calif., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1190 *Control area extension (Fairfield, Calif.)*. All that area northeast of the Fairfield, Calif., Travis AFB radio range station bounded on the west by Blue civil airway No. 7, on the northeast by Amber civil airway No. 1 and on the southeast by Amber civil airway No. 8, and all that area west of the Travis AFB radio range station bounded on the southwest by Blue civil airway No. 54, on the south by Amber civil airway No. 8, on the east by Blue civil airway No. 7, on the north by a line between points at latitude 38°21′30″, longitude 121°57′00″ and latitude 38°08′30″, longitude 122°33′10″, and on the west by longitude 122°33′10″.

§ 601.1191 *Control area extension (Thermal, Calif.)*. Within 5 miles either side of the 80° True radial of the Thermal omnirange extending from the omnirange station to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 601.1192 *Control area extension (Merced, Calif.)*. That airspace in the vicinity of Castle AFB, Merced, Calif., bounded on the east by Amber civil airway No. 1, on the south by VOR civil airway No. 100, on the west by Blue civil airway No. 14, and on the north by the 15-mile radius circular control area centered at the Modesto, Calif., omnirange station.

§ 601.1193 *Control area extension (Monterey, Calif.)*. The area bounded by a line 5 miles southeast of and parallel to the 229° True radial of the Salinas VOR radio range extending from the western boundary of VOR civil airway No. 27 to a point at latitude 36°27′30″ N., longitude 121°52′30″ W.; thence to a point 3 nautical miles offshore and 5 statute miles southeast of the southwest course of the Moffett, Calif., NAS radio range; thence in a northeasterly direction parallel to the southwest course of the Moffett NAS radio range to the western boundary of VOR civil airway No. 27; thence southeasterly along the western boundary of VOR civil airway No. 27 to the point of beginning, excluding the area below 3000 feet within the boundaries of the Fort Ord restricted area.

§ 601.1194 *Control area extension (Sacramento, Calif.)*. That airspace within a 50-mile radius of Mather Air Force Base lying in the east quadrant of the Sacramento radio range bounded on the northwest by Green civil airway No. 3 and on the southwest by Amber civil airway No. 1; that airspace north of Sacramento bounded on the north by Red civil airway No. 76, on the southeast by Green civil airway No. 3 and on the southwest by Amber civil airway No. 1, and the airspace bounded on the south by Red civil airway No. 76, on the west by longitude 121°30′00″, on the north by latitude 39°09′00″ and on the east by longitude 121°20′00″.

§ 601.1195 *Control area extension (San Angelo, Tex.)*. That airspace within a 35-mile radius of the San Angelo, Tex., omnirange station.

§ 601.1196 *Control area extension (Yuma, Ariz.)*. From the Yuma, Ariz., radio range station extending 5 miles either side of the south course of the radio range to a point 15 miles south of the radio range station.

§ 601.1197 *Control area extension (Dubois, Idaho)*. From the Dubois, Idaho, radio range station extending 5 miles either side of the east course of the Dubois radio range to its intersection with the northeast course of the Idaho Falls, Idaho, radio range.

§ 601.1198 *Control area extension (Idaho Falls, Idaho)*. From the Idaho

Falls, Idaho, radio range station extending 5 miles either side of the northwest course of the radio range to its intersection with Blue civil airway No. 51, and extending 5 miles either side of the northeast course of the radio range to its intersection with the east course of the Dubois, Idaho, radio range.

§ 601.1199 *Control area extension (St. Cloud, Minn.)*. That airspace within 5 miles either side of a line bearing 57° True from the St. Cloud Airport extending from the airport to a point 20 miles northeast.

§ 601.1200 *Control area extension (Columbia, S. C.)*. From the Columbia Airport extending 5 miles either side of the center line of the northeast-southwest runway to a point 30 miles southwest of the airport and the airspace south of Columbia bounded on the northeast by Blue civil airway No. 28, on the southwest by Red civil airway No. 10 and on the northwest by Red civil airway No. 16, and the airspace southeast of Columbia bounded on the north by Red civil airway No. 16, on the east by Amber civil airway No. 7, and on the southwest by Blue civil airway No. 28, excluding the portion which overlaps restricted area (R-384).

§ 601.1201 *Control area extension (Saginaw, Mich.)*. From the Saginaw, Mich., non-directional radio beacon extending 5 miles either side of a track 347° True to a point 25 miles northwest of the non-directional radio beacon.

§ 601.1202 *Control area extension (Tucumcari, N. Mex.)*. From the Tucumcari, N. Mex., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1203 *Control area extension (Stuttgart, Ark.)*. That airspace south of Stuttgart bounded on the north by Red civil airway No. 37, on the southeast by VOR civil airway No. 11 and on the southwest by Blue civil airway No. 22.

§ 601.1204 *Control area extension (Zuni, N. Mex.)*. From the Zuni, N. Mex., radio range station extending 5 miles either side of the south course of the radio range to a point 25 miles south of the radio range station.

§ 601.1205 *Control area extension (Albuquerque, N. Mex.)*. That airspace within a 40-nautical-mile radius of the Albuquerque omnirange range station lying north of VOR civil airway No. 12.

§ 601.1206 *Control area extension (Midland, Tex.)*. That airspace within a 25-mile radius of the Midland radio range station; that airspace within 5 miles either side of the Midland ILS localizer southwest course extending from the localizer to lat. 31°30′00″, and that airspace between the Midland, Tex., and El Paso, Tex., radio range stations bounded on the north by Green 5 and on the southwest, south and southeast by VOR civil airway No. 66; that airspace within 5 miles either side of the 146° True radial of the Midland omnirange extending from the omnirange station to a point 55 miles southeast.

§ 601.1207 *Control area extension (Carlsbad, N. Mex.)*. Within 5 miles either side of the 165° True radial of the Carlsbad omnirange extending from the omnirange station to VOR civil airway No. 16N.

§ 601.1208 *Control area extension (Salt Flat, Tex.)*. From the Salt Flat, Tex., radio range station extending 5 miles either side of the north course of the radio range to a point 15 miles north of the radio range station.

§ 601.1209 *Control area extension (Columbus, N. Mex.)*. From the Columbus, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1210 *Control area extension (Olathe, Kans.)*. That airspace not presently controlled bounded on the northwest by a line extending from the St. Joseph, Mo., omnirange station to a point at latitude 39°17′00″, longitude 96°23′00″, on the west by a line extending from that point to the Emporia, Kans., omnirange station and by the eastern edge of the Wichita, Kans., control area extension, on the south by the northern edge of Red civil airway No. 105 to the eastern edge of Amber civil airway No. 4, thence north along the eastern edge of Amber 4 to latitude 38°12′00″, thence east along latitude 38°12′00″ to the western edge of VOR civil airway No. 205, thence north along the western edge of VOR civil airway No. 205 to the Kansas City, Mo., omnirange station, thence north along the western edge of VOR civil airway No. 15 to a point at latitude 39°55′10″, longitude 95°00′45″.

§ 601.1211 *Control area extension (Dallas, Tex.)*. All that area southeast of the Dallas, Tex., radio range station bounded on the west by Blue civil airway No. 5, on the north by Red civil airway No. 10, on the east by a line beginning at Lat. 32°42′15″, Long. 96°21′15″ and extending via Lat. 32°17′00″, Long. 96°25′00″ to the Waco, Tex., radio range station.

§ 601.1212 *Control area extension (White Sulphur Springs, W. Va.)*. That airspace within 5 miles either side of lines bearing 227° True and 47° True from the Greenbrier Airport extending from Red civil airway No. 37 on the southwest to a point 10 miles northeast of the airport.

§ 601.1213 *Control area extension (Chatsworth, Calif.)*. All that area bounded on the northwest by Green civil airway No. 4, on the east by Amber civil airway No. 1, and on the south by Red civil airway No. 90.

§ 601.1214 *Control area extension (Brownsville, Tex.)*. All that area either side of a rhumb line between the Brownsville, Tex., radio range station and the Tampa, Fla., radio range station extending 5 miles on either side of such line from the Brownsville, Tex., radio range station to the coastline, excluding the portion lying within the Territory of Mexico, thence diverging at an angle of 15° on the north side and bounded on the south side by the northern boundary of the Mexico Oceanic Control Area to the western boundary of the New Orleans Oceanic Control Area excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1215 *Control area extension (Galveston, Tex.)*. All that area extending from the Houston, Tex., control area to the New Orleans Oceanic Control Area, bounded on the west by a line from lat. 29°04′40″, long. 95°00′00″, to lat. 28°02′20″, long. 94°20′00″, and bounded on the east by a line from lat. 29°16′00″, long. 94°43′15″ to lat. 28°15′00″, long. 92°42′00″ excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1216 *Control area extension (New Orleans, La.)*. All that airspace from the United States shoreline to the New Orleans Oceanic Control Area bounded on the north by a direct line from the Callender, La., nondirectional radio beacon to a point coinciding with the northernmost limit of the New Orleans Oceanic Control Area at Lat. 29°25′00″, Long. 87°00′00″, on the southeast and south by the New Orleans Oceanic Control Area, on the west by Long. 90°15′00″ and on the northwest by the New Orleans domestic control area extension, excluding the portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1217 *Control area extension (Kodiak, Alaska)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Kodiak, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 107° True from the Kodiak radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1218 *Control area extension (Homer, Alaska)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Homer, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 118° True from the Homer radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1219 *Control area extension (Pensacola, Saufley Field, Ala.)*. Within a 25-mile radius of Saufley Field, Pensacola, Fla., excluding the portions which overlap Restricted and Warning Areas.

§ 601.1220 *Control area extension (Johnstown, Pa.)*. From the Johnstown, Pa., non-directional radio beacon extending 5 miles either side of a bearing 219° True from the non-directional radio beacon to Red civil airway No. 20.

§ 601.1221 *Control area extension (Dothan, Ala.)*. From the Dothan, Ala., radio range station extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise.

§ 601.1222 *Control area extension (Pine Bluff, Ark.).* Within 5 miles either side of the 20° True and 200° True radials of the Pine Bluff, Ark., omnirange extending from Green civil airway No. 5 on the northeast to a point 25 miles southwest of the omnirange station and within 5 miles either side of the 7° True and 187° True radials of the Pine Bluff omnirange extending from the omnirange station to points 20 miles north and south.

§ 601.1223 *Control area extension (Miramar, Calif.).* That airspace bounded on the north by Red civil airway No. 65, on the east by Blue civil airway No. 14, on the south by Red civil airway No. 9 and on the west by Amber civil airway No. 1, excluding the airspace below 15,000 feet MSL, which lies within restricted area (R-297).

§ 601.1224 *Control area extension (Philipsburg, Pa.).* All that area within a 15-mile radius of the Philipsburg, Pa., omnirange station.

§ 601.1225 *Control area extension (Erie, Pa.).* All that area within a 15-mile radius of the Erie, Pa., omnirange station.

§ 601.1226 *Control area extension (Tampa, Fla.).* From the Tampa, Fla., radio range station to the eastern boundary of the New Orleans Oceanic Control Area along a rhumb line between the Tampa, Fla., radio range station and the Callendar, La., non-directional radio beacon, extending 5 miles either side of the rhumb line at the Tampa radio range station thence diverging to a width of 10 miles either side of the rhumb line at its intersection with the eastern boundary of the New Orleans Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1227 *Control area extension (Lovelock, Nev.).* From the Lovelock, Nev., omnirange station extending 5 miles either side of the 18° True radial of the omnirange to a point 15 miles north, and extending 5 miles either side of the 198° True radial of the omnirange to Green civil airway No. 3.

§ 601.1228 *Control area extension (Tampa, Fla.).* All that area 5 miles either side of a straight line from the Tampa, Fla., radio range station to the Key West, Fla., radio range station, excluding that portion below 2,000 feet which lies outside the continental limits of the United States, and excluding the portion which overlaps Airspace Warning Areas (W-173) and (W-174).

§ 601.1229 *Control area extension (Atterbury, Ind.).* That airspace bounded on the south by Lat. 39°10′00″, on the west by Long. 86°00′00″ and on the east and northeast by VOR civil airway No. 51, excluding the portion which overlaps Atterbury restricted area (R-65).

§ 601.1230 *Control area extension (Miami, Fla.).* That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Tamiami, Fla., nondirectional radio beacon to a circle 10 miles in radius centered on the intersection of a line bearing 276° True from the Tamiami nondirectional radio beacon and the eastern boundary of the New Orleans Oceanic control area, excluding the portion which lies within Sarasota warning area (W-168) and excluding the portion below 2,000 feet MSL which lies outside the continental limits of the United States.

§ 601.1231 *Control area extension (Newport, Vt.).* That airspace over United States territory within 5 miles either side of a 32° True bearing extending from the Newport, Vt., nondirectional radio beacon to a point 10 miles northeast.

§ 601.1232 *Control area extension (Miami, Fla.).* An area bounded by a line beginning on the eastern edge of Amber civil airway No. 7 at Lat. 25°53′00″, thence easterly to the western boundary of the Miami Oceanic/Nassau Control Area at Lat. 25°55′00″, Long. 79°00′00″, thence due south along that boundary to Lat. 24°40′00″; thence southwesterly to Lat. 24°00′00″ Long. 80°25′00″; thence due north to the eastern edge of Amber No. 7, thence along Amber 7 to Lat. 25°53′00″, point of beginning, excluding that portion below 1,000 feet which lies outside the continental limits of the United States.

§ 601.1233 *Control area extension (Key West, Fla.).* From the Key West, Fla., radio range station to the northern boundary of the Havana, Cuba, Control Area, extending 5 miles either side of a rhumb line between the Key West, Fla., radio range station and the Rancho Boyeros, Havana, Cuba, non-directional radio beacon, excluding the portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1234 *Control area extension (Marathon, Fla.).* Within 5 miles either side of a line bearing 219° True extending from the Marathon, Fla., nondirectional radio beacon to the northern boundary of the Havana, Cuba, Control Area excluding the portion below 2,000 ft. between Amber civil airway No. 7 and the Havana Control Area boundary, and within 5 miles either side of a direct line extending from the Marathon, Fla., nondirectional radio beacon to the Tamiami, Fla., nondirectional radio beacon.

§ 601.1235 *Control area extension (West Palm Beach, Fla.).* From the West Palm Beach, Fla., radio range station extending 5 miles either side of the east course of the West Palm Beach, Fla., radio range to its intersection with the western boundary of the Miami Oceanic/Nassau Control Area, excluding the portion below 2,000 feet outside the continental limits of the United States and excluding the portion which overlaps Airspace Warning Areas.

§ 601.1236 *Control area extension (Seattle (Clear Lake), Wash.).* All that airspace bounded by a line beginning on the eastern edge of VOR civil airway No. 23 at Lat. 48°32′00″, thence due east to Long. 122°14′00″, thence clockwise along the arc of a circle 5 miles in radius centered at Lat. 48°27′30″, Long. 122°14′00″, to Lat. 48°28′25″, Long. 122°07′40″, thence southeast to Lat. 48°12′30″, Long. 122°03′05″, thence southwest to a point on the eastern edge of Green civil airway No. 10 at Lat. 47°59′00″, thence northerly along the eastern edge of Green civil airway No. 10 and VOR civil airway No. 23 to point of beginning.

§ 601.1237 *Control area extension (Waco, Tex.).* All that area within a 25-mile radius of the Waco, Tex., radio range station in the east quadrant of the radio range bounded on the northwest by the present control area and on the southwest by Blue civil airway No. 5.

§ 601.1238 *Control area extension (Amarillo, Tex.).* All that airspace within a 50-mile radius of the Amarillo radio range station.

§ 601.1239 *Control area extension (Lubbock, Tex.).* All that airspace within a 25-mile radius of the Lubbock radio range station in the southwest, northwest, and northeast quadrants of the radio range and within a 40-mile radius of the radio range station in the southeast quadrant of the radio range.

§ 601.1240 *Control area extension (Tyler, Tex.).* All that airspace within a 25-mile radius of the Tyler, Tex., radio range station including the area between the Dallas, Tex., radio range station and the Shreveport, La., radio range station bounded on the north by Red 10, on the south by Red 68 and on the west by Blue 5.

§ 601.1241 *Control area extension (Tulsa, Okla.).* That airspace within a 25-mile radius of the Tulsa, Okla., radio range station; that airspace southwest of Tulsa bounded on the northwest by VOR civil airway No. 14, on the southeast by VOR civil airway No. 15 and on the southwest by VOR civil airway No. 163; that airspace south of Tulsa bounded on the west and northwest by VOR civil airway No. 15E, on the east and southeast by lines 5 miles east of and parallel to direct lines extending between the Tulsa, Okla., omnirange station, the McAlester, Okla., omnirange station and the Dallas, Tex., omnirange station and on the south by the Sherman, Tex., Perrin AFB control area extension.

§ 601.1242 *Control area extension (Stockton, Calif.).* All that area within a 15-mile radius of the Modesto, Calif., omnirange station; all that area southwest of the Stockton, Calif., radio range station bounded on the west by Blue civil airway No. 7, on the north by Red civil airway No. 60, on the east by Blue civil airway No. 14 and on the south by the northern boundary of the Vernalis restricted area; all that area northwest of the Stockton, Calif., radio range station bounded on the south by Red civil airway No. 60, on the west by Blue civil airway No. 7, on the northwest by Green civil airway No. 3, on the east by Amber civil airway No. 1 and Blue civil airway

No. 14, excluding the portion which overlaps the Antioch restricted area.

§ 601.1243 *Control area extension (La Crosse, Wis.).* Within a 25-mile radius of the La Crosse Airport from Green civil airway No. 2 on the southeast course of the La Crosse radio range extending clockwise to Red civil airway No. 36, and all that area within a 15-mile radius of the La Crosse omnirange station.

§ 601.1244 *Control area extension (Terre Haute, Ind.).* Within 5 miles either side of the 2° True radial of the Terre Haute omnirange station extending from the omnirange station to a point 25 miles north, including all that area within a 15 mile radius of the Terre Haute omnirange station.

§ 601.1245 *Control area extension (Port Allen, Kauai, T. H.).* All that area within a radius of 25 miles from the Port Allen radio range station extending clockwise from the north course of the Port Allen radio range to Red civil airway No. 87.

§ 601.1246 *Control area extension (Evansville, Ind.).* All that area within a 15-mile radius of the Evansville omnirange station excluding the portion which overlaps danger areas, and the area within 5 miles either side of a line bearing 37° True extending from the Evansville outer marker to a point 25 miles northeast of the outer marker.

§ 601.1247 *Control area extension (Las Vegas, Nev.).* That airspace bounded on the northwest by Amber civil airway No. 2, on the northeast by Red civil airway No. 15, on the east by Blue civil airway No. 67, and on the south by a line 5 miles south of and parallel to a track of 86° True from the Good Springs, Nev., non-directional radio beacon, and that airspace within 5 miles either side of a line extending from the intersection of the Morman Mesa, Nev., omnirange 184° True radial and the Las Vegas, Nev., omnirange 86° True radial to the intersection of the southeast course of the Las Vegas, Nev., radio range with the north course of the Needles, Calif., radio range.

§ 601.1248 *Control area extension (Richmond, Va.).* That airspace within a 25-mile radius of the Richmond, Va., radio range station, bounded on the southeast by the Norfolk control area extension.

§ 601.1249 *Control area extension (Aberdeen, S. Dak.).* All that area within a 15 mile radius of the Aberdeen omnirange station.

§ 601.1250 *Control area extension (Jamestown, N. Dak.).* All that area within a 15-mile radius of the Jamestown omnirange station including the area within 5 miles either side of the 191° True radial of the omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1251 *Control area extension (Mansfield, Ohio).* All that area within a 15-mile radius of the Mansfield omnirange station including the area within 5 miles either side of the 130° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast including all that area west of the Mansfield omnirange station bounded on the southeast by VOR civil airway No. 246, on the southwest by Red civil airway No. 55 and on the north by Red civil airway No. 17.

§ 601.1252 *Control area extension (Janesville, Wis.).* All that area within a 15-mile radius of the Janesville omnirange station.

§ 601.1253 *Control area extension (Bradford, Ill.).* All that area within a 15-mile radius of the Bradford omnirange station.

§ 601.1254 *Control area extension (Pontiac, Ill.).* All that area within a 15-mile radius of the Pontiac omnirange station.

§ 601.1255 *Control area extension (Findlay, Ohio).* All that area within a 15-mile radius of the Findlay omnirange station.

§ 601.1256 *Control area extension (Pittsburgh, Pa.).* All that airspace within a 35-mile radius of the Pittsburgh, Pa., radio range station.

§ 601.1257 *Control area extension (Goshen, Ind.).* That airspace within a 15-mile radius of the Goshen omnirange station, and the airspace northeast of the omnirange station bounded on the west by Blue civil airway No. 3, on the north by Red civil airway No. 12, on the northeast by Red civil airway No. 57, and on the south by Green civil airway No. 3.

§ 601.1258 *Control area extension (Lafayette, Ind.).* That airspace within 5 miles either side of a line bearing 247° True extending from Purdue University Airport, West Lafayette, Ind., to Blue civil airway No. 34.

§ 601.1259 *Control area extension (Huron, S. Dak.).* All that area within a 15-mile radius of the Huron omnirange station.

§ 601.1260 *Control area extension (Altus, Okla.).* That airspace within a 35-statute-mile radius of the Altus Air Force Base including the airspace bounded on the northwest by VOR civil airway No. 14, on the east by VOR civil airway No. 77 and on the south by Red civil airway No. 10 excluding the airspace which overlaps Fort Sill restricted area (R-208).

§ 601.1261 *Control area extension (Lansing, Mich.).* All that area within a 15-mile radius of the Lansing omnirange station including the area within 5 miles either side of the 232° True radial of the omnirange extending from the omnirange station to a point 25 miles southwest, and within 5 miles either side of the northwest couse of the Lansing radio range, extending from the radio range station to Blue civil airway No. 42.

§ 601.1262 *Control area extension (Mason City, Iowa).* All that area within a 15-mile radius of the Mason City omnirange station.

§ 601.1263 *Control area extension (Rochester, Minn.).* That airspace within a 15-mile radius of the Rochester, Minn., omnirange station.

§ 601.1264 *Control area extension (Dyersburg, Tenn.).* Within 5 miles either side of a line bearing 95° True and 275° True extending from the Dyersburg non-directional radio beacon to points 20 miles east and west and within 5 miles either side of the 78° True and 258° True radials of the Dyersburg omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1265 *Control area extension (Edenton, N. C.).* That airspace bounded on the west by Amber civil airway No. 9, on the north by the Norfolk, Va., control area extension (§ 601.1149), on the northeast by Red civil airway No. 34 and the Elizabeth City, N. C., control area extension (§ 601.1181), on the southeast by the northwest shore of Pamlico Sound, and on the south by the Cherry Point restricted area (R-123), excluding the portions which overlap Albemarle Sound restricted areas R-1, R-2, R-3, R-6, R-7, R-8 and R-9.

§ 601.1266 *Control area extension (Litchfield, Mich.).* That airspace within a 15-mile radius of the Litchfield, Mich., omnirange station and the airspace southeast of the omnirange station bounded on the north by VOR civil airway No. 10, on the northeast by VOR civil airway No. 47, on the southeast by VOR civil airway No. 98 and on the southwest by VOR civil airway No. 30.

§ 601.1267 *Control area extension (Springfield, Ill.).* All that area within a 15-mile radius of the Springfield omnirange station.

§ 601.1268 *Control area extension (Sioux Falls, S. Dak.).* All that area within a 15-mile radius of the Sioux Falls omnirange station.

§ 601.1269 *Control area extension (Watertown, S. Dak.).* That airspace within a 15-mile radius of the Watertown omnirange station and within 5 miles either side of the 6° True radial of the omnirange extending from the omnirange station to a point 25 miles north of the omnirange station.

§ 601.1270 *Control area extension (Harrisburg, Pa.).* All that area within a 15-mile radius of the Harrisburg omnirange station.

§ 601.1271 *Control area extension (Front Royal, Va.).* All that area within a 15-mile radius of the Front Royal omnirange station.

§ 601.1272 *Control area extension (Baltimore, Md.).* All that area within a 15-mile radius of the Baltimore omnirange station, excluding the portion which overlaps restricted areas.

§ 601.1273 *Control area extension (Syracuse, N. Y.).* All that area within a 15-mile radius of the Syracuse omnirange station.

§ 601.1274 *Control area extension (Niagara Falls, N. Y.).* All that area within 5 miles either side of a direct line extending from the Niagara Falls ILS outer marker to the Dunkirk, N. Y., non-directional radio beacon, excluding the portion which lies outside the continental United States.

§ 601.1275 *Control area extension (Fairbanks, Alaska).* That airspace within a 25 mile radius of Ladd Air Force Base, Fairbanks, Alaska, and within 5 miles either side of the east course of the Fairbanks radio range extending to a point 25 miles east of the Chena, Alaska, nondirectional radio beacon, excluding the portion which overlaps restricted area (R-345).

§ 601.1276 *Control area extension (Cheyenne, Wyo.).* All that area within a 25-mile radius of the Cheyenne, Wyo., radio range station in the southeast quadrant of the radio range and all that area within 5 miles either side of the 32° True radial of the Cheyenne, Wyo., omnirange station from the omnirange station extending to a point 25 miles northeast.

§ 601.1277 *Control area extension (Denver, Colo.).* That airspace within 5 miles either side of a line bearing 174° True extending from the Aurora nondirectional radio beacon to a point 25 miles south; that airspace northeast of Denver bounded on the east by VOR civil airway No. 19, on the southeast by VOR civil airway No. 160 and on the west by VOR civil airway No. 89; that airspace southeast of Denver bounded on the northeast by VOR civil airway No. 4, on the east by VOR civil airway No. 19, on the southwest by the Colorado Springs, Colo., control area extension, and on the west by Amber civil airway No. 3, excluding the portion which overlaps restricted area (R-195).

§ 601.1278 *Control area extension (Des Moines, Iowa).* All that area within a 25-mile radius of the Des Moines, Iowa, radio range station in the northwest and northeast quadrants of the radio range.

§ 601.1279 *Control area extension (Rapid City, S. Dak.).* All that area within a 25-mile radius of the Rapid City, S. Dak., radio range station in the northwest, northeast and southeast quadrants of the radio range.

§ 601.1280 *Control area extension (Sheridan, Wyo.).* All that area within a 25-mile radius of the Sheridan, Wyo., radio range station in the north and east quadrants of the radio range.

§ 601.1281 *Control area extension (Pueblo, Colo.).* All that area within a 25-mile radius of the Pueblo, Colo., radio range station in the northeast and southeast quadrants of the radio range.

§ 601.1282 *Control area extension (Wichita, Kans.).* All that area bounded on the north by a line 10 miles north of and parallel to the 259° True and 79° True radials of the Emporia, Kans., omnirange, on the east by a line 10 miles east of and parallel to the 209° True and 29° True radials of the Emporia, Kans., omnirange, on the south by a line 10 miles south of and parallel to the 85° True and 265° True radials of the Anthony, Kans., omnirange and on the west by a line 10 miles west of and parallel to the 195° True and 15° True radials of the Hutchinson, Kans., omnirange and the airspace lying within 5 miles either side of a direct line extending from the Wichita, Kans., omnirange station to the Tulsa, Okla., omnirange station.

§ 601.1283 *Control area extension (Toledo, Wash.).* Within 5 miles either side of the east course of the Toledo radio range extending from the radio range station to a point 20 miles east and within 5 miles either side of the west course of the radio range extending from the radio range station to a point 25 miles west, excluding the portion which overlaps restricted areas.

§ 601.1284 *Control area extension (Oklahoma City, Okla.).* That airspace within a 25-mile radius of the Oklahoma City radio range station; that airspace east of Oklahoma City bounded on the northwest by VOR civil airway No. 14 and on the south and southeast by Amber civil airway No. 4; that airspace northeast of Oklahoma City bounded on the west by VOR civil airway No. 77, on the southeast by VOR civil airway No. 14N and on the northeast by VOR civil airway No. 74S.

§ 601.1285 *Control area extension (Shreveport, La.).* All that airspace within a 40-nautical-mile radius of the Barksdale Air Force Base, Shreveport, La., and the airspace between the Shreveport, La., Texarkana, Ark., and Dallas, Tex., radio range stations bounded on the east by Blue civil airway No. 13, on the northwest by Green civil airway No. 5 and on the south by Red civil airway No. 10.

§ 601.1286 *Control area extension (Fort Worth, Tex.).* All that airspace between Waco, Tex., Fort Worth-Dallas, Tex., and Oklahoma City, Okla., bounded on the southeast and east by Blue civil airway No. 5, on the southwest and west by Amber civil airway No. 4 and on the north by the Oklahoma City, Okla., control area extension; all that airspace between Waco, Tex., Fort Worth, Tex., Wichita Falls, Tex., and Abilene, Tex., bounded on the east by Amber civil airway No. 4, on the northeast by Red civil airway No. 10, on the northwest by Blue civil airway No. 6, on the south by Green civil airway No. 5 to Mineral Wells, Tex., thence on the west and southwest by Blue civil airway No. 70, and all that airspace between Fort Worth, Tex., Wichita Falls, Tex., and Oklahoma City, Okla., bounded on the east by Amber civil airway No. 4, on the west by Blue civil airway No. 6, and on the south by Red civil airway No. 10.

§ 601.1287 *Control area extension (Houghton, Mich.).* From the Houghton, Mich., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1288 *Control area extension (Sault Ste. Marie, Mich.).* Within 5 miles either side of a bearing 330° True extending from the Kinross Airport through the Kinross outer marker to its intersection with the west course of the Sault Ste. Marie, Mich., radio range, and the airspace southeast of Sault Ste. Marie bounded on the northeast by Red civil airway No. 97 and the United States-Canadian Border, on the south by Lat. 46°09′00″, and on the west by Blue civil airway No. 3.

§ 601.1289 *Control area extension (Valparaiso, Fla.).* From the Valparaiso, Fla., Eglin AFB radio range station extending 5 miles on the west side and 2 miles on the east side of the north course of the Eglin AFB radio range to Red civil airway No. 30, and extending 5 miles either side of the south course of the radio range to the Eglin AFB Airspace Warning Area.

§ 601.1290 *Control area extension (Joplin, Mo.).* That airspace within a 25-mile radius of the Joplin Airport.

§ 601.1291 *Control area extension (Garden City, Kans.).* Within 5 miles either side of the 120° True radial of the Garden City omnirange extending from the omnirange station to a point 25 miles southeast and within 5 miles either side of the north course of the Garden City radio range extending from the radio range station to a point 25 miles north.

§ 601.1292 *Control area extension (Manakin, Va.).* All that area within 5 miles either side of the northwest course of the Richmond, Va., radio range extending from the intersection of the northwest course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range to a point 15 miles northwest.

§ 601.1293 *Control area extension (Fort Smith, Ark.).* That airspace northeast of Fort Smith within a 25-mile radius of the Fort Smith omnirange station extending clockwise from the eastern boundary of VOR civil airway No. 13 to the northern boundary of VOR civil airway No. 74.

§ 601.1294 *Control area extension (Everett, Wash.).* All that airspace bounded on the north by a line 5 miles north of and parallel to the east course of the Everett, Wash., radio range, on the northeast by an arc of a circle 5 miles in radius centered on the intersection of the east course of the Everett, Wash., radio range and the northeast course of the Seattle, Wash., radio range, on the southeast by a line 5 miles southeast of and parallel to the northeast course of the Seattle, Wash., radio range, on the south by Green civil airway No. 2 and on the west by Green civil airway No. 10.

§ 601.1295 *Control area extension (Falmouth, Mass.).* All that area within 5 miles either side of a direct line extending from the Otis Air Force Base, Falmouth, Mass., to the Martha's Vineyard Airport and the area within 5 miles either side of a line bearing 180° True from the Martha's Vineyard Airport extending from the airport to New York control area extension No. 1146, excluding the portion which overlaps restricted areas, and that airspace within a 10-mile radius of Otis Air Force Base and within 5 miles either side of a line bearing 42° True extending from the Otis AFB to the western boundaries of restricted area (R-22) and warning area (W-21) excluding the portion which overlaps restricted area (R-14).

§ 601.1296 *Control area extension (Nantucket, Mass.).* That airspace within 5 miles either side of a direct line extending from the Nantucket nondirectional radio beacon to the Martha's Vineyard, Mass., nondirectional radio beacon.

§ 601.1297 *Control area extension (Paducah, Ky.).* All that area within 5 miles either side of a line bearing 220° True extending from the Paducah, Ky., non-directional radio beacon to a point 20 miles southwest.

§ 601.1298 *Control area extension (Promontory Point, Utah).* That airspace bounded on the north by VOR civil airway No. 6, on the east by VOR civil airway No. 21, on the south by VOR civil airway No. 32 and on the west by a line extending from latitude 40°51′30″, longitude 112°56′30″, to latitude 41°00′00″, longitude 112°56′30″ to latitude 41°00′00″, longitude 112°45′00″ to latitude 41°12′25″, longitude 112°45′00″.

§ 601.1299 *Control area extension (Valdosta, Ga.).* All that area bounded on the north by Latitude 32°00′00″, on the east by Amber civil airway No. 6, on the south by Red civil airway No. 30, and on the west by Red civil airway No. 16.

§ 601.1300 *Control area extension (Prescott, Ariz.).* Within 5 miles either side of the northwest course of the Prescott, Ariz., radio range extending from the radio range station to a point 25 miles northwest.

§ 601.1301 *Control area extension (Winslow, Ariz.).* Within 5 miles either side of the north and south courses of the Winslow radio range extending from the radio range station to points 25 miles north and south, and within 5 miles either side of the 314° and 134° True radials of the Winslow omnirange extending from the omnirange station to points 25 miles northwest and southeast.

§ 601.1302 *Control area extension (Lawton, Okla.).* All that area bounded on the west by long. 98°30′00″, on the north by the Fort Sill, Okla., restricted area, on the southeast by VOR civil airway No. 77, and on the south by VOR civil airway No. 61.

§ 601.1303 *Control area extension (Albany, N. Y.).* All that area within a 15-mile radius of the Albany, N. Y., omnirange station.

§ 601.1304 *Control area extension (Poughkeepsie, N. Y.).* All that area within a 15-mile radius of the Poughkeepsie, N. Y., omnirange station.

§ 601.1305 *Control area extension (Wilton, Conn.).* All that area within a 15-mile radius of the Wilton, Conn., omnirange station.

§ 601.1306 *Control area extension (Mountain Home, Idaho).* Within 5 miles either side of a direct line extending from the Mountain Home nondirectional radio beacon to the Boise, Idaho, radio range station, and the airspace within a 35 mile radius of the Mountain Home Air Force Base bounded on the northeast by Green civil airway No. 10, excluding the portion which overlaps restricted area (R-254).

§ 601.1307 *Control area extension (Minchumina, Alaska).* Within 5 miles either side of the southeast course of the Minchumina radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1308 *Control area extension (Gustavus, Alaska).* Within 5 miles either side of the northwest course of the Gustavus, Alaska, radio range extending from the radio range station to a point 15 miles northwest.

§ 601.1309 *Control area extension (Kodiak, Alaska).* Within 5 miles either side of the east course of the Kodiak, Alaska radio range extending from the radio range station to a point 25 miles east.

§ 601.1310 *Control area extension (Anchorage, Alaska).* That airspace within 5 miles either side of direct lines between the Anchorage, Alaska, radio range station, the intersection of the southeast course of the Anchorage radio range with the northwest course of the Hinchinbrook, Alaska, radio range, the Middleton Island, Alaska, radio range station, and the Sandspit, British Columbia, Canada, radio range station, extending from the Anchorage, Alaska, radio range station to the United States-Canadian Border.

§ 601.1311 *Control area extension (Oscoda, Mich.).* That airspace within a 30 mile radius of Wurtsmith Air Force Base, Oscoda, Mich., excluding the portions which overlap restricted areas (R-91) and (R-491).

§ 601.1312 *Control area extension (Zanesville, Ohio).* All that airspace within 5 miles either side of a line bearing 30° True and 210° True from the Zanesville nondirectional beacon extending from Green civil airway No. 4 to a point 20 miles southwest of the Zanesville Municipal Airport.

§ 601.1313 *Control area extension (Sioux City, Iowa).* All that airspace within a 25-mile radius of the Sioux City omnirange station extending from the 234° True radial clockwise to the western boundary of Amber civil airway No. 4 and within 5 miles either side of a line bearing 136° True from the Sioux City outer compass locator extending from the outer compass locator to a point 25 miles southeast.

§ 601.1314 *Control area extension (Kirksville, Mo.).* Within 5 miles either side of the 316° True radial of the Kirksville omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1315 *Control area extension (Emporia, Kans.).* Within 5 miles either side of the 134° True and 314° True radials of the Emporia omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1316 *Control area extension (La Junta, Colo.).* All that airspace northwest of the La Junta radio range station bounded on the northeast by a line 5 miles northeast of and parallel to the northwest course of the La Junta radio range, on the south by VOR civil airway No. 10 and on the west by Amber civil airway No. 3.

§ 601.1317 *Control area extension (Tuscaloosa, Ala.).* Within 5 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 20 miles northeast.

§ 601.1318 *Control area extension (Muscle Shoals, Ala.).* Within 5 miles either side of the 118° True and 298° True radials of the Muscle Shoals omnirange extending from the omnirange station to points 20 miles southeast and northwest.

§ 601.1319 *Control area extension (Key West, Fla.).* Within 5 miles either side of the 313° True radial of the Key West omnirange extending from the omnirange station to Warning Area W-174 and within 5 miles either side of the west course of the Key West radio range extending from the radio range station to Warning Area W-174.

§ 601.1320 *Control area extension (Cross City, Fla.).* Within 5 miles either side of the 118° True radial of the Cross City omnirange extending from the omnirange station to a point 20 miles southeast and within 5 miles either side of the 242° True radial of the Cross City omnirange extending from the omnirange station to the eastern boundary of VOR civil airway Nos. 35 and 97.

§ 601.1321 *Control area extension (Brunswick, Ga.).* That airspace bounded on the north by latitude 31°30′00″, on the east by VOR civil airway No. 3 and on the southwest by VOR civil airways Nos. 5 and 51.

§ 601.1322 *Control area extension (Alice, Tex.).* That airspace within 5 miles either side of a direct line extending from the Alice, Tex., omnirange station to the Cotulla, Tex., omnirange station, and the airspace within a 35 mile radius of the Alice radio range station, excluding the portion which overlaps restricted areas.

§ 601.1323 *Control area extension (Dallas, Tex.) (Dallas-Houston-Austin area).* All that airspace bounded on the northeast by a line 5 miles east of and parallel to a direct line from the Dallas, Tex., radio range station to the Houston, Tex., radio range station, on the east by Red civil airway No. 96, on the southwest by Red civil airway No. 32, and on the northwest by Amber civil airway No. 4 to the Waco, Tex., radio range station and by Blue civil airway No. 5 to the Dallas, Tex., radio range station.

§ 601.1324 *Control area extension (Brunswick, Maine).* That airspace bounded on the west by Amber civil airway No. 7, on the north by Blue civil airway No. 84, on the east by long. 69°15′00″, on the south by Warning Area W-103, on the southwest by a line 5 miles northeast of and parallel to the southeast course of the Portland, Maine, radio range.

§ 601.1325 *Control area extension (Tampa, Fla.).* All that airspace within a radius of 50 statute miles of the Tampa, Fla., radio range station, excluding the portion which overlaps Sarasota warning area (W-168), and including the area bounded on the northeast by a line 5 miles northeast of and parallel to a line extending from the intersection of the north course of the Tampa, Fla., radio range and the southeast course of the Cross City, Fla., radio range to the intersection of the southeast course of the Tampa, Fla., radio range and a line bearing 45° True from the Fort Myers, Fla., nondirectional radio beacon, on the southeast by the Fort Myers, Fla., control area extension, on the west by direct lines extending from the Fort Myers, Fla., nondirectional radio beacon to the Tampa, Fla., omnirange station thence to the point of beginning including the airspace northwest of Tampa bounded on the northeast by VOR civil airway No. 97, on the southwest by Tampa control area extension, 601.1226, and on the northwest by a line 5 miles west of and parallel to the 207° True radial of the Cross City, Fla., omnirange, excluding the airspace below 2,000 feet MSL which lies outside the continental limits of the United States.

§ 601.1326 *Control area extension (Fortuna, Calif.).* Within 5 miles either side of the 18° True radial of the Fortuna omnirange extending from the omnirange station to a point 30 miles northeast.

§ 601.1327 *Control area extension (Crescent City, Calif.).* Within 5 miles either side of the 330° True and 235° True radials of the Crescent City omnirange extending from the omnirange station to points 20 miles northwest and southwest.

§ 601.1328 *Control area extension (Oxnard, Calif.).* All that airspace bounded on the northeast by Amber civil airway No. 8, on the east by Longitude 119°11'30'', on the south by a line 2 miles north of and parallel to the Point Magu Warning Area (W-289), on the west by Longitude 120°00'00'' and on the northwest by Control Area Extension No. 1176, excluding the airspace below 4000 feet MSL lying within the Santa Cruz Island Warning Area (W-412).

§ 601.1329 *Control area extension (Malden, Mo.).* Within 5 miles either side of the 120° True and 300° True radials of the Malden, Mo., omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1330 *Control area extension (Sherman, Tex.).* That airspace within a 70-mile radius of Perrin AFB, Sherman, Tex., bounded on the south by Green civil airway No. 5 and on the west and northwest by VOR civil airway No. 15 including the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace bounded on the east by a line 5 miles east of and parallel to a straight line extending from the Sulphur Springs, Tex., omnirange station to the McAlester, Okla., omnirange station, and on the northwest by the Tulsa, Okla., control area extension.

§ 601.1331 *Control area extension (Tacoma, Wash.).* That airspace within a 40-nautical-mile radius of McChord Air Force Base excluding the following: the portions which overlap Hood Canal Caution Area (C-243) and VOR civil airway No. 27, the portion which conflicts with Olympic Peninsula restricted area (R-241), the portions below 1,500 feet mean sea level which lie over Fort Lewis restricted area (R-503), below 5,000 feet mean sea level which lie over Fort Lewis restricted area (R-504) and below 14,000 feet mean sea level which lie over Fort Lewis restricted area (R-505).

§ 601.1332 *Control area extension (Santa Maria, Calif.).* From the intersection of the Paso Robles, Calif., omnirange 169° True radial and the Santa Barbara, Calif., omnirange 304° True radial extending 5 miles either side of the Santa Barbara omnirange 304° True radial to a point 20 miles northwest and extending 5 miles either side of the Paso Robles omnirange 169° True radial to the northern boundary of control area extension No. 1176.

§ 601.1333 *Control area extension (Nome, Alaska).* Within 5 miles either side of the west and southwest courses of the Nome, Alaska, radio range extending from the radio range station to points 25 miles west and southwest.

§ 601.1334 *Control area extension (Del Rio, Tex.).* That airspace over United States territory within a 25-mile radius of Laughlin Air Force Base, Del Rio, Tex.

§ 601.1335 *Control area extension (Lafayette, La.).* Within 5 miles either side of the 352° True radial of the Lafayette omnirange extending from the omnirange station to a point 15 miles north, and within 5 miles either side of a line bearing 7° True from the Lafayette non-directional radio beacon extending from the beacon to a point 15 miles north, and the airspace east of Lafayette bounded on the northwest by Red civil airway No. 96, on the northeast by VOR civil airway No. 114 and on the south by Green civil airway No. 6.

§ 601.1336 *Control area extension (Eau Claire, Wis.).* That airspace within a 15-mile radius of the Eau Claire omnirange station and within 5 miles either side of the 04° True radial of the omnirange extending from the omnirange station to a point 20 miles north.

§ 601.1337 *Control area extension (Wausau, Wis.).* That airspace within a 15-mile radius of the Wausau omnirange station including the airspace southeast of the omnirange station bounded on the northeast by VOR civil airway No. 26S, on the south by lat. 44°30'00'', and on the west by a line 5 miles west of and parallel to the 166° True radial of the Wausau omnirange station.

§ 601.1338 *Control area extension (Green Bay, Wis.).* That airspace within a 15-mile radius of the Green Bay omnirange station and within 5 miles either side of the 322° True radial of the Green Bay omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1339 *Control area extension (Oshkosh, Wis.).* All that airspace bounded on the east by VOR civil airway No. 7, on the south by the arc of a circle with a radius of 50 miles from the Green Bay, Wis., omnirange station, and on the west by a line 5 miles west of and parallel to the Green Bay omnirange 207° True radial.

§ 601.1340 *Control area extension (Miles City, Mont.).* Within 5 miles either side of the northwest course of the Miles City, Mont., radio range extending from the radio range station to a point 30 miles northwest.

§ 601.1341 *Control area extension (Dover, Del.).* That airspace southeast of Dover bounded on the north by Red civil airway No. 77, on the east by Blue civil airway No. 49, on the southeast by VOR civil airway No. 1 and on the west by VOR civil airway No. 29 excluding the portion which overlaps restricted area (R-12) and caution area C-53; that airspace southwest of Dover within a 25-mile radius of the Dover omnirange station bounded on the northwest by VOR civil airway No. 16 and on the southeast by Red civil airway No. 77.

§ 601.1342 *Control area extension (Sanford, Fla.).* That airspace bounded on the north by latitude 29°00'00'', on the east by longitude 81°15'00'', on the south by latitude 28°30'00'', on the west by longitude 82°00'00''.

§ 601.1343 *Control area extension (Juneau, Alaska).* That airspace within a 5-mile radius of the Juneau Airport, within 5 miles either side of direct lines extending from the Juneau Airport via the Mendenhall nondirectional radio beacon to the Sisters Island nondirectional beacon, from the Sisters Island nondirectional radio beacon to the Point Retreat nondirectional radio beacon, from the Point Retreat nondirectional radio beacon to the Juneau Airport and from the Point Retreat nondirectional radio beacon to the Haines, Alaska nondirectional radio beacon.

§ 601.1344 *Control area extension (Laconia, N. H.).* Within 5 miles either side of a line bearing 244° True from the Laconia, N. H., nondirectional radio beacon extending from the nondirectional radio beacon to Blue civil airway No. 4.

§ 601.1345 *Control area extension (Rockland, Maine).* Within 5 miles either side of a 195° True bearing extending from the Rockland Airport to a point 10 miles south of the Rockland nondirectional radio beacon.

§ 601.1346 *Control area extension (Bar Harbor, Maine).* Within 5 miles either side of a 21° True bearing extending from the Bar Harbor Airport to a point 10 miles northeast of the Bar Harbor nondirectional radio beacon.

§ 601.1347 *Control area extension (Colorado Springs, Colo.).* That airspace lying east of Amber civil airway No. 3 within a 25-mile radius of Peterson Municipal Airport, Colorado Springs, Colo.

§ 601.1348 *Control area extension (Twin Falls, Idaho).* Within 5 miles either side of the 278° True radial of the Twin Falls omnirange extending from the omnirange station to a point 15 miles west.

§ 601.1349 *Control area extension (Redmond, Oreg.).* Within 5 miles either side of the northwest course of the Redmond radio range extending from the radio range station to a point 17 miles northwest.

§ 601.1350 *Control area extension (Kodiak, Alaska).* Within 5 miles either side of the south course of the Kodiak radio range extending from the radio range station to a point 20 miles south.

§ 601.1351 *Control area extension (Philadelphia, Pa.).* That airspace within a 25 mile radius of the Philadelphia International Airport.

§ 601.1352 *Control area extension (Sedalia, Mo.).* That airspace within a 35-mile radius of Whiteman AFB bounded on the north by VOR civil airway No. 4-S, excluding the portion northwest of Sedalia bounded on the north by VOR civil airway No. 4-S, on the east by Long. 93°45′00″, on the south by Lat. 38°45′00″ and on the west by the Kansas City control area extension, and excluding the portion northeast of Sedalia bounded on the north by VOR civil airway No. 4-S, on the east by Long. 93°00′00″, on the south by Lat. 38°45′00″ and on the west by Long. 93°15′00″.

§ 601.1353 *Control area extension (Charleston, W. Va.).* That airspace within a 30-mile radius of Kanawha County Airport, Charleston, W. Va.

§ 601.1354 *Control area extension (Salem, Oreg.).* Within 5 miles either side of a line bearing 150° True from the Salem-McNary Airport extending from the airport to a point 25 miles southeast.

§ 601.1355 *Control area extension (Berlin, N. H.).* Within 5 miles either side of a line bearing 334° True extending from the Berlin Airport to a point 10 miles northwest.

§ 601.1356 *Control area extension (Greenville, Miss.).* That airspace within a 25-mile radius of the Greenville, Miss., AFB nondirectional radio beacon.

§ 601.1357 *Control area extension (Fallon, Nev.).* Within a 10-mile radius of the Fallon, Nev., radio range station excluding the portion which overlaps Fallon restricted area (R-268), and within 5 miles either side of the north course of the Fallon radio range extending from the radio range station to a point 25 miles north.

§ 601.1358 *Control area extension (Midway Island).* All of the airspace from 700 ft. upward within a radius of 100 nautical miles of the Midway Naval Station centered at Lat. 28°12′00″ N, Long. 177°22′00″ W.

§ 601.1359 *Control area extension (Childress, Tex.).* Within 5 miles either side of the 182° True radial of the Childress omnirange extending from the omnirange station to a point 15 miles south.

§ 601.1360 *Control area extension (Abilene, Tex.).* That airspace within a 35-mile radius of the Abilene omnirange station.

§ 601.1361 *Control area extension (Cotulla, Tex.).* Within 5 miles either side of lines bearing 140° True and 320° True from the Cotulla nondirectional radio beacon extending from VOR civil airway No. 17 to a point 10 miles northwest of the nondirectional radio beacon and within 5 miles either side of the 40° True radial of the Cotulla omnirange extending from the omnirange station to the perimeter of the San Antonio control area extension.

§ 601.1362 *Control area extension (Dalhart, Tex.).* Within 5 miles either side of the 04° True radial of the Dalhart omnirange extending from the omnirange station to a point 10 miles north.

§ 601.1363 *Control area extension (Lufkin, Tex.).* Within 5 miles either side of the 157° True radial of the Lufkin omnirange extending from the omnirange station to a point 10 miles southeast, and within 5 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.1364 *Control area extension (Texarkana, Ark.).* Within 5 miles either side of the 332° True radial of the Texarkana omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.1365 *Control area extension (Walnut Ridge, Ark.).* Within 5 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.1366 *Control area extension (Gage, Okla.).* Within 5 miles either side of the 299° True radial of the Gage omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1367 *Control area extension (Wink, Tex.).* That airspace south of Wink bounded by lines beginning at Lat. 31°30′00″, Long. 102°47′00″ thence southwestward to Lat. 31°24′00″, Long. 103°01′40″ thence northwestward to Lat. 31°30′00″, Long. 103°07′00″ and bounded on the north by VOR civil airway No. 66; that airspace northwest of Wink bounded on the east by VOR civil airway No. 79, on the south by VOR civil airway No. 16N and on the northwest by the arc of a circle lying within a 20 mile radius of the Wink omnirange station.

§ 601.1368 *Control area extension (Greensboro, N. C.).* That airspace southeast of Greensboro bounded on the south by Lat. 35°19′00″, on the northwest by the Greenville-Charlotte-Greensboro control area extension, on the northeast by Red civil airway No. 104 and on the southeast by a line extending from a point at Lat. 35°32′00″, Long. 79°05′20″ to a point at Lat. 35°19′00″, Long. 79°23′30″.

§ 601.1369 *Control area extension (Myrtle Beach, S. C.).* Within a 25-mile radius of the Myrtle Beach Air Force Base, excluding the portion which overlaps warning area W-177.

§ 601.1370 *Control area extension (Wilmington, N. C.).* Within 5 miles either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 5 miles either side of a line bearing 159° True extending from the Wilmington ILS middle marker to a point 15 miles southeast of the middle marker.

§ 601.1371 *Control area extension (Hyannis, Mass.).* Within 2 miles either side of a line bearing 48° True extending from the Barnstable Airport, Hyannis, Mass., to a point 10 miles northeast.

§ 601.1372 *Control area extension (Los Angeles, Calif.).* That airspace bounded by lines extending from a point at the intersection of Amber civil airway No. 8 and longitude 119°03′30″, thence south to the intersection of Warning Area W-290 and longitude 119°03′30″, thence east and south along the boundary of Warning Area W-290 to latitude 33°24′35″, longitude 118°37′00″, thence southeast to latitude 33°18′00″, longitude 118°28′00″, thence east along the north boundary of Warning Area W-291 to latitude 33°10′00″, longitude 117°30′00″, thence east along latitude 33°10′00″ to the United States coastline, thence northwestward along the coastline to the southern boundary of Amber civil airway No. 8, thence west and northwest to point of beginning.

§ 601.1373 *Control area extension (Chattanooga, Tenn.).* That airspace within a 30-mile radius of the Chattanooga radio range station.

§ 601.1374 *Control area extension (Limestone, Maine).* That airspace over United States territory within a 40-mile radius of Loring Air Force Base, Limestone, Maine, excluding the portion which overlaps Restricted Area (R-80).

§ 601.1375 *Control area extension (Manchester, N. H.).* That airspace within a 10-mile radius of Grenier Air Force Base, Manchester, N. H., excluding the portion which overlaps Restricted Area (R-48).

§ 601.1376 *Control area extension (Victoria, Tex.).* That airspace within a 25-mile radius of Foster Air Force Base, Victoria, Tex., including the airspace south of the Air Force Base bounded on the southwest by the Corpus Christi, Tex., control area extension and on the southeast by VOR civil airway No. 20. The portion of this control area which overlaps the Foster AFB Restricted Area R-492 is excluded.

§ 601.1377 *Control area extension (Boston, Mass.).* That airspace northeast of Boston within a 25-mile radius of the Boston radio range station bounded on the west by Amber civil airway No. 7, on the southeast by Boston control area extension No. 1141 and on the south by Red civil airway No. 11; that airspace southeast of Boston within a 25-mile radius of the Boston radio range station bounded on the north by Boston control area extension No. 1142, on the southwest by VOR civil airway No. 141 and on the northwest by Red civil airway No. 21 and that airspace south of Boston within a 25-mile radius of the Boston radio range station bounded on the northeast by VOR civil airway No. 141 and on the west by VOR civil airway No. 139.

§ 601.1378 *Control area extension (Wilmington, Del.)*. That airspace within a 20-mile radius of the New Castle radio range station lying in the southeast and southwest quadrants of the radio range.

§ 601.1379 *Control area extension (Waterloo, Iowa)*. That airspace within a 15-mile radius of the Waterloo Municipal Airport.

§ 601.1380 *Control area extension (Kaneohe, Oahu, T. H.)*. That airspace from 700 feet upward within the following area: From latitude 21°35′00″ N., longitude 157°42′00″ W., to latitude 21°36′00″ N., longitude 157°56′00″ W., to latitude 21°38′00″ N., longitude 158°01′00″ W., to latitude 21°48′00″ N., longitude 158°09′30″ W., thence clockwise along the arc of an 8-nautical-mile radius circle centered at latitude 21°49′30″ N., longitude 158°01′00″ W., to latitude 21°57′30″ N., longitude 158°02′00″ W., to latitude 21°54′30″ N., longitude 157°36′00″ W., thence clockwise along the arc of an 8-nautical-mile radius circle centered at latitude 21°46′30″ N., longitude 157°37′00″ W., to latitude 21°41′00″ N., longitude 157°30′30″ W., thence to point of beginning, excluding that airspace which overlaps warning area W–318 and excluding the airspace below 3,000 feet mean sea level lying within restricted area R–323 and excluding the airspace below 5,000 feet lying within caution area C–330. The portion of this control area extension which overlaps the Kahuku restricted area R–324 shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1381 *Control area extension (Kwajalein Island)*. All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Kwajalein nondirectional radio beacon at lat. 8°45′00″ N., long. 167°45′00″ E., extending clockwise from a true bearing of 270° from the nondirectional radio beacon to a true bearing of 180° from the nondirectional radio beacon, and within a radius of 25 nautical miles of the Kwajalein nondirectional radio beacon extending clockwise from a true bearing of 180° from the nondirectional radio beacon to a true bearing of 270° from the nondirectional radio beacon excluding the portions which overlap Airspace Warning Areas W–448, W–445 and W–450.

§ 601.1382 *Control area extension (Wake Island)*. All of the airspace from 700 feet upwards within a radius of 100 nautical miles centered on the Wake Island nondirectional radio beacon at lat. 19°18′00″ N., long. 166°39′00″ E.

§ 601.1383 *Control area extension (Guam Island)*. All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Guam radio range station extending clockwise from the west course of the radio range to the southeast course of the radio range and within a radius of 25 nautical miles of the Guam radio range extending clockwise from the southeast course of the radio range to the west course of the radio range, excluding the portions which overlap restricted areas R–474 and R–478 and warning areas W–473, W–475 and W–479.

§ 601.1384 *Control area extension (Hopkinsville, Ky.)*. That airspace in the vicinity of Campbell AFB, Hopkinsville, Ky., bounded on the east by VOR civil airway No. 7, on the south by a line from a point at latitude 36°29′40″, longitude 86°50′20″ to a point at latitude 36°16′40″, longitude 87°26′15″, on the west by the arc of a circle 25 miles in radius centered on the Campbell AFB nondirectional radio beacon clockwise to a point at latitude 36°59′20″, longitude 87°33′30″, thence on the north via a direct line from that point to a point at latitude 37°00′20″, longitude 87°04′30″, excluding the portion which overlaps Campbell Restricted Area R–63.

§ 601.1385 *Control area extension (Rome, N. Y.)*. That airspace within a 40 mile radius of Griffis AFB, Rome, N. Y., bounded on the south by Green civil airway No. 2 and Red civil airway No. 22.

§ 601.1386 *Control area extension (Orlando, Fla.)*. That airspace within 5 miles either side of the 71° True radial of the Orlando omnirange extending from Amber civil airway No. 7 to the Wilmington, N. C. Control area extension (601.1150), excluding the airspace below 14,000 feet mean sea level.

§ 601.1387 *Control area extension (Blytheville, Ark.)*. That airspace northwest of the Blytheville Air Force Base bounded on the east by VOR civil airway No. 9, on the south by VOR civil airway No. 140, on the west by VOR civil airway No. 69, and on the north by a line extending through a point at latitude 36°21′00″, longitude 90°04′00″ and a point at latitude 36°32′00″, longitude 90°40′00″.

§ 601.1388 *Control area extension (Fort Bragg, N. C.)*. Within a 15 mile radius of Pope AFB bounded on the east by VOR civil airway No. 3 and Red civil airway No. 16, excluding the portion which overlaps the Fort Bragg Restricted Area (R–115).

§ 601.1389 *Control area extension (Miami, Fla.)*. Within 5 miles either side of the 023° True radial of the Miami, Fla., omnirange extending from Amber civil airway No. 7 and VOR civil airway No. 3 via the intersection of the Miami omnirange 023° True radial and the Vero Beach, Fla., omnirange 143° True radial to the intersection of the Vero Beach omnirange 143° True radial with the Wilmington, N. C., control area extension (601.1150). The airspace which lies within Patrick AFB warning area (W–497–B) and Miami warning area (W–171) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1390 *Control area extension (Oahu-Molokai, T. H.)*. All of the airspace from 700 feet upwards bounded by a line extending from lat. 21°26′00″ N., long. 157°37′45″ W., to lat. 21°55′00″ N. long. 156°42′45″ W. to lat. 21°10′00″ N., long. 157°26′15″ W., to lat. 21°14′30″ N., long. 157°36′15″ to point of beginning including Hawaiian VOR civil airway No. 7.

§ 601.1391 *Control area extension (Gettysburg, Pa.)*. That airspace within a 5-mile radius of the Gettysburg Airport and within 5 miles either side of the 180° True radial of the Gettysburg terminal omnirange extending from the terminal omnirange station to VOR civil airway No. 223.

§ 601.1392 *Control area extension (Ogden, Utah)*. That airspace northeast of Ogden bounded on the north by Red civil airway No. 108, on the south by Green civil airway No. 3 and on the west by Amber civil airway No. 2.

§ 601.1393 *Control area extension (Roswell, N. Mex.)*. That airspace within 5 miles either side of the 40° True radial of the Roswell omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1394 *Control area extension (Williams, Calif.)*. That airspace southwest of Williams, Calif., bounded on the north by VOR civil airway No. 212, on the east by Blue civil airway No. 10 and on the southwest by VOR civil airway No. 107, and the airspace south of Williams, Calif., bounded on the west by Blue civil airway No. 10, on the east by Blue civil airway No. 7 and on the southeast by the Fairfield, Calif., control area extension.

§ 601.1395 *Control area extension (Plattsburg, N. Y.)*. That airspace within a 25 mile radius of the Plattsburg Air Force Base bounded on the north by VOR civil airway No. 104 and on the east by VOR civil airway No. 91; that airspace south of Plattsburg bounded on the west by VOR civil airway No. 91, on the southeast by Blue civil airway No. 18 and on the northeast by Blue civil airway No. 4; that airspace northeast of Plattsburg bounded on the southeast by Blue civil airway No. 18, on the southwest by Blue civil airway No. 4 and on the north by a direct line extending from a point at latitude 44°58′00″ longitude 73°23′50″ to a point at latitude 45°01′00″, longitude 73°06′30″.

§ 601.1396 *Control area extension (Asheville, N. C.)*. Within 5 miles either side of the 99° True radial of the Asheville omnirange extending from the omnirange station to a point 15 miles east.

§ 601.1397 *Control area extension (Cordova, Alaska)*. Within 5 miles either side of the southwest course of the Cordova, Alaska, radio range extending from the intersection of the southwest course of the Cordova radio range with the east course of the Hinchinbrook, Alaska, radio range to the intersection of the southwest course of the Cordova radio range with the southwest course of the Hinchinbrook radio range; within 5 miles either side of the southeast course of the Cordova, Alaska radio range extending from the intersection of the southeast course of the Cordova radio range and the east course of the Hinchinbrook, Alaska, radio range to a point 20 miles southeast.

§ 601.1398 *Control area extension (Anchorage, Alaska)*. That airspace within a 25-mile radius of the Anchorage International Airport excluding the portion which overlaps restricted area R-348 and excluding the portion in the south quadrant of the Anchorage radio range between Amber civil airway No.1 and Red civil airway No. 40.

§ 601.1399 *Control area extension (Clovis, N. Mex.)*. That airspace within a 30-mile radius of the Clovis Air Force Base, excluding the portion which overlaps restricted area (R-185).

§ 601.1400 *Control area extension (King Salmon, Alaska) (King Salmon-Shemya route)*. That airspace within 5 miles either side of a line bearing 263° True from the King Salmon, Alaska, radio range station extending to a point 50 miles west of the King Salmon radio range station.

§ 601.1401 *Control area extension (King Salmon, Alaska) (King Salmon-Adak route)*. That airspace within 5 miles either side of a line bearing 248° True from the King Salmon, Alaska, radio range station extending to a point 50 miles southwest of the King Salmon radio range station.

§ 601.1402 *Control area extension (Middleton Island, Alaska)*. Within 5 miles either side of the northeast and southwest courses of the Middleton Island, Alaska, radio range extending from the radio range station to points 25 miles northeast and southwest.

§ 601.1403 *Control area extension (Yakataga, Alaska)*. Within 5 miles either side of the southwest course of the Yakataga, Alaska, radio range extending from the intersection of the southwest course of the Yakataga radio range and the southeast course of the Hinchinbrook, Alaska, radio range to a point 20 miles southwest; within 5 miles either side of the southeast course of the Yakataga radio range extending from the intersection of the southeast course of the Yakataga radio range and the northwest course of the Yakutat, Alaska, radio range to a point 20 miles Southeast.

§ 601.1404 *Control area extension (Pierre, S. Dak.)*. That airspace within a 25-mile radius of the Pierre, S. Dak., Airport.

§ 601.1405 *Control area extension (Peru, Ind.)*. That airspace within a 25-mile radius of Bunker Hill Air Force Base, Peru, Ind.

§ 601.1406 *Control area extension (Milton, Fla.)*. Within a 5-mile radius of NAAS Whiting (North), Milton, Fla., and within 5 miles either side of the northwest course of the Whiting (Navy) radio range extending from the radio range station to a point 12 miles northwest.

§ 601.1407 *Control area extension (Crestview, Fla.)*. Within 5 miles either side of the 292° True radial of the Crestview, Fla., omnirange extending from the omnirange station to a point 12 miles northwest.

§ 601.1408 *Control area extension (Miami, Fla.)*. That airspace south of Miami bounded on the east by Miami control area extension (§ 601.1232), on the south by Blue civil airway No. 48 and Amber civil airway No. 7, and on the northwest by Blue civil airway No. 19; that airspace southwest of Miami bounded on the north by Blue civil airway No. 3, on the southeast by Blue civil airway No. 19 and on the west by the Marathon control area extension (§ 601.1234).

§ 601.1409 *Control area extension (Huntsville, Ala.)*. Within 5 miles either side of the 341° True and 161° True radials of the Huntsville omnirange extending from the omnirange station to points 15 miles northwest and southeast excluding the portion which overlaps the Redstone Arsenal restricted area (R-112).

§ 601.1410 *Control area extension (Portsmouth, N. H.)*. That airspace within a 10-mile radius of the Portsmouth Air Force Base.

§ 601.1411 *Control area extension (Iwo Jima, Volcano Islands*. All of the airspace from 700 ft. upwards within a radius of 100 nautical miles of the Iwo Jima nondirectional radio beacon located at Lat. 24°47'00' N, Long. 141° 18'00" E.

§ 601.1412 *Control area extension (Marysville, Calif.)*. That airspace east of Marysville bounded on the west by VOR civil airway No. 23, on the north by VOR civil airway No. 200, on the south by VOR civil airway No. 212 and on the east by restricted area R-265 and a line extending from a point at latitude 39°15'10", longitude 120°30'00" northward along longitude 120°30'00" to the southern edge of VOR civil airway No. 200; that airspace northeast of Marysville bounded on the south by VOR civil airway No. 200, on the west by VOR civil airway No. 23, on the north by the Red Bluff, Calif., control area extension, and on the east by a line extending from a point at latitude 39°24'00", longitude 121°33'00" via a point at latitude 39°50'00", longitude 121°43'00" to a point at latitude 40°05'20", longitude 121°53'00".

§ 601.1413 *Control area extension (Eniwetok Island)*. All the airspace from 700 feet upwards within a radius of 50 nautical miles of the Eniwetok nondirectional radio beacon at latitude 11°21'00" North, longitude 162°20'00" East.

§ 601.1415 *Control area extension (Fortuna, Calif.)*. That airspace centered on the 270° True radial of the Fortuna omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area.

§ 601.1416 *Control area extension (Salt Lake City, Utah)*. That airspace southwest of Salt Lake City bounded on the north by Red civil airway No. 49, on the east by Amber civil airway No. 2 and on the southwest by VOR civil airway No. 253.

SUBPART D—CONTROL ZONES

§ 601.1981 *Scope of control zones.* Each control zone shall include the navigable air space above all that area on the surface of the earth lying within the specified radius of the center points prescribed for such zone (except where otherwise described in this part), but shall not include any of the air space of an air-space reservation.

§ 601.1982 *Designation of control zones.* The portions of the navigable airspace of the United States described in Subpart D are designated as control zones.

§ 601.1983 *Three mile radius zones.* Within a 3 mile radius of the following airports:

Altoona, Pa.: Altoona-Blair County Airport.
Baker, Oreg.: Baker Municipal Airport.
Bellingham, Wash.: Bellingham Municipal Airport.
Blackstone, Va.: Blackstone AAF.
Bozeman, Mont.: Gallatin-Bozeman Municipal Airport.
Burley, Idaho: Burley Municipal Airport.
Butte, Mont.: Butte Municipal Airport.
Columbus, N. Mex.: CAA intermediate field excluding the portion which lies outside the continental United States.
Crows Landing, Calif.: Navy ALF.
Cut Bank, Mont.: Cut Bank Municipal Airport.
Daggett, Calif.: Daggett Municipal Airport.
Dillon, Mont.: Dillon intermediate field.
Dubois, Idaho: Dubois intermediate field.
Ellensburg, Wash.: Bowers Field.
El Morro, N. Mex.: CAA intermediate field.
Ephrata, Wash.: Ephrata Municipal Airport.
Eugene, Oreg.: Mahlen-Sweet Airport.
Glendale, Calif.: Grand Central Airport.
Helena, Mont.: Helena Municipal Airport.
Klamath Falls, Oreg.: Klamath Falls Municipal Airport.
Lakehurst, N. J.: Naval Air Station.
Lewistown, Mont.: Lewistown Municipal Airport.
Miles City, Mont.: Miles City Municipal Airport.
Missoula, Mont.: Missoula County Airport.
Monterey, Calif.: Monterey Peninsula Airport.
Needles, Calif.: Needles Airport.
Paso Robles, Calif.: Paso Robles County Airport.
Pendleton, Oreg.: Pendleton Municipal Airport.
Pocatello, Idaho: Phillips Airport.
Redmond, Oreg.: Redmond-Roberts Field.
Santa Monica, Calif.: Santa Monica Municipal Airport.

The Dalles, Oreg.: The Dalles Municipal Airport.
Toledo, Wash.: Toledo-Winlock Airport.
Yakima, Wash.: Yakima Municipal Airport.

§ 601.1984 *Five mile radius zones.* Within a 5 mile radius of the following airports:

Aniak, Alaska: Aniak Airport.
Annette Island, Alaska: Annette Island Airport.
Arcata, Calif.: Arcata Airport.
Bedford, Mass.: Lawrence G. Hanscom Field.
Bendix, N. J.: Teterboro Air Terminal.
Bethel, Alaska: Bethel Airport.
Bettles, Alaska: Bettles Airport.
Big Delta, Alaska: Big Delta Airport.
Blythe, Calif.: Blythe Airport.
Boise, Idaho: Boise Air Terminal.
Bridgeport, Conn.: Bridgeport Muncipal Airport.
Chandler, Ariz.: Williams AFB.
Crescent City, Calif.: Del Norte County Airport.
Delta, Utah: Delta Airport.
Elkins, W. Va.: Elkins Airport.
Elko, Nev.: Elko Airport.
Fairbanks, Alaska: Eielson Air Force Base.
Fallon, Nev.: Fallon NAAS.
Farewell, Alaska: Farewell Airport.
Galena, Alaska: Galena Airport.
Glens Falls, N. Y.: Warren County Airport.
Greenville, Miss.: Greenville AFB.
Gulkana, Alaska: Gulkana Airport.
Gustavus, Alaska: Gustavus Airport.
Homer, Alaska: Homer Airport.
Houlton, Maine: Houlton Airport.
Idaho Falls, Idaho: Idaho Falls Airport.
Iliamna, Alaska: Iliamna Airport.
Kenai, Alaska: Kenai Airport.
King Salmon, Alaska: King Salmon Airport.
Kotzebue, Alaska: Wien Memorial Airport.
Las Vegas, N. Mex.: Las Vegas Airport.
Lihue, Kauai, T. H.: Lihue Airport.
Lucin, Utah: CAA intermediate field.
Lynchburg, Va.: Preston Glenn Airport.
Massena, N. Y.: Massena Municipal Airport.
McGrath, Alaska: McGrath Airport.
Medford, Oreg.: Medford Municipal Airport.
Middleton Island, Alaska: Middleton Island Airport.
Minchumina, Alaska: Minchumina, Airport.
Mobile, Ala.: Brooklyn Air Force Base.
Moses Lake, Wash.: Larson AFB.
Moses Point, Alaska: Moses Point Airport.
Mountain View, Calif.: Moffett NAS.
Nenana, Alaska: Nenana Airport.
Newburgh, N. Y.: Stewart AFB.
New Orleans, La.: New Orleans Airport.
Nome, Alaska: Nome Airport.
Northway, Alaska: Northway Airport.
Otto, N. Mex.: CAA intermediate field.
Pensacola, Fla.: Forrest Sherman Field.
Philipsburg, Pa.: Philipsburg Airport.
Phoenix, Ariz.: Luke AFB.
Portland, Oreg.: Portland International Airport.
Pulaski, Va.: Leving Field.
Reading, Pa.: Reading Municipal Airport.
Red Bluff, Calif.: Red Bluff Municipal (Bidwell, Field).
Reno, Nev.: United Air Lines Airport.
Reno, Nev.: Stead AFB.
Roanoke, Va.: Woodrum Field.
Rome, N. Y.: Griffiss AFB.
Salinas, Calif.: Salinas Airport.
Salisbury, Md.: Wicomico County Airport.
Salt Flat, Tex.: CAA intermediate field.
San Marcos, Tex.: San Marcos Air Force Base.
San Rafael, Calif.: Hamilton AFB.
Santa Fe., N. Mex.; Santa Fe Airport.
Seattle, Wash.: Boeing Field.
Seattle, Wash.: Seattle-Takoma International Airport.
Sherman, Tex.: Perrin AFB.
Skwentna, Alaska: Skwentna Airport.
Summit, Alaska: Summit Airport.
Talkeetna, Alaska: Talkeetna Airport.
Tanana, Alaska: Tanana Airport.
Tucumcari, N. Mex.: Tucumcari Airport.
Unalakleet, Alaska: Unalakleet Airport.
Walla Walla, Wash.: Walla Walla City-County Airport.
Wendover, Utah: Wendover AFB.
Westfield, Mass.: Barnes Airport.
Westhampton Beach, Long Island, N. Y.: Suffolk County Air Force Base.
Wilkes-Barre, Pa.: Wilkes-Barre-Scranton Airport.
Wink, Tex.: Wink Airport.
Winslow, Ariz.: Winslow Airport.
Worcester, Mass.: Worcester Airport.
Yakutat, Alaska: Yakutat Airport.
Yuma, Ariz.: Yuma County Airport.

ADDITIONAL CONTROL ZONES

§ 601.2001 *Albany, N. Y., control zone.* Within a 5-mile radius of the Albany Municipal Airport, within 2 miles either side of the north course of Albany radio range extending 10 miles from the radio range station and within 2 miles either side of the Albany ILS localizer course extending from the localizer to a point 10 miles north of the ILS outer marker.

§ 601.2002 *Augusta, Maine, control zone.* Within a 5-mile radius of the Augusta State Airport and within 2 miles either side of the southwest course of Augusta radio range extending 10 miles from the radio range station.

§ 601.2003 *Baltimore, Md., control zone.* Within a 5-mile radius of Harbor Field, Baltimore, Md., extending 5 miles either side of the south course of the Baltimore, Md., radio range to a point 10 miles south of the radio range station.

§ 601.2004 *Bangor, Maine, control zone.* Within a 5-mile radius of Dow Air Force Base, Bangor, Maine, within 2 miles either side of the northwest course of the Bangor radio range extending from the radio range station to the East Corinth fan marker, within 2 miles either side of a line bearing 314° True extending from Dow Air Force Base to a point 15 miles northwest of the Air Force Base, and within 2 miles either side of a line bearing 356° True extending from Dow AFB to a point 10 miles north of the Bangor omnirange station.

§ 601.2005 *Boston, Mass., control zone.* Within a 5-mile radius of Logan International Airport; within 2 miles either side of the north course of the Boston radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker.

§ 601.2006 *Buffalo, N. Y., control zone.* Within a five mile radius of the Buffalo Municipal Airport, within 2 miles either side of the northeast course of the Buffalo radio range extending to the Wolcottsville fan marker, within 2 miles either side of the southwest course of the Buffalo radio range extending to the Angola fan marker, and within 2 miles either side of the 99° True and 279° True radials of the Buffalo omnirange extending to a point 10 miles east of the omnirange station.

§ 601.2007 *Burlington, Vt., control zone.* Within a 5-mile radius of the Burlington Municipal Airport and within 2 miles either side of the northwest course of Burlington radio range extending to the Grand Isle fan marker.

§ 601.2008 *Concord, N. H., control zone.* Within a 5-mile radius of the Concord Municipal Airport and within 2 miles either side of the southeast course of Concord radio range extending 10 miles from the radio range station.

§ 601.2009 *Erie, Pa., control zone.* Within a 5-mile radius of Port Erie Airport and within 2 miles either side of the southwest course of Erie radio range extending to the North Springfield fan marker.

§ 601.2010 *Harrisburg, Pa., control zone.* Within a 5-mile radius of Harrisburg State Airport and within 2 miles either side of the east and west courses of Harrisburg radio range extending 10 miles east and west of the radio range station.

§ 601.2011 *Hartford, Conn., control zone.* Within a 5-mile radius of Brainard Field and within 2 miles either side of the southeast course of Hartford radio range extending 10 miles from the radio range station.

§ 601.2012 *Millinocket, Maine, control zone.* Within a 5-mile radius of Millinocket Municipal Airport and within 2 miles either side of the east course of Millinocket radio range extending 10 miles from the radio range station.

§ 601.2013 *Newark, N. J., control zone.* Within a 5-mile radius of Newark Municipal Airport and within 2 miles either side of the southwest course of the Newark radio range extending from the radio range station to a point 12 miles southwest.

§ 601.2014 *Norfolk, Va., control zone.* Within a 5-mile radius of Norfolk Municipal Airport and within 2 miles either side of the southwest course of Norfolk radio range extending to the Deep Creek fan marker.

§ 601.2015 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the Philadelphia International Airport and within 2 miles either side of the west course of the Philadelphia radio range extending to the Boothwyn fan marker.

§ 601.2016 *Wheeling, W. Va., control zone.* Within a 5-mile radius of Wheeling-Ohio County Airport, within 2 miles either side of the centerline of the northeast-southwest runway extended through the outer compass locator to a point 10 miles southwest of the airport, and within 2 miles either side of a direct line extending from the airport to the Wheeling omnirange station.

§ 601.2017 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of Allegheny County Airport, Pittsburgh, Pa., and within 2 miles either side of a direct line extending from the Allegheny County Airport to the Cecil, Pa., nondirectional radio beacon.

§ 601.2018 *Portland, Maine, control zone.* Within a 5-mile radius of Portland Municipal Airport and within 2 miles either side of the northwest course of

Portland radio range extending 10 miles from the radio range station.

§ 601.2019 *Providence, R. I., control zone.* Within a 5-mile radius of the Theodore Francis Green Airport extending 2 miles either side of the southwest course of the Providence radio range to a point 14 miles southwest of the radio range station.

§ 601.2020 *Richmond, Va., control zone.* Within a 5-mile radius of Byrd Field, Richmond, Va., extending 2 miles either side of the southwest course of the Richmond, Va., radio range to the Chester fan marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker and to a point 10 miles northeast of the ILS middle marker.

§ 601.2021 *Rochester, N. Y., control zone.* Within a 5 mile radius of Rochester-Monroe County Airport, within 2 miles either side of the east course of the Rochester radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the ILS localizer front course extending from the localizer to a point 10 miles beyond the outer marker, and within 2 miles either side of the 171° True and 278° True radials of the omnirange extending from the omnirange station to points 10 miles south and west of the omnirange station.

§ 601.2022 *Washington, D. C., control zone.* Within a 5-mile radius of the Washington National Airport (excluding the portion overlapping the Washington Airspace Reservation) and extending to include the segment of a circle 15 miles in radius centered on the Washington National Airport bounded on the west by a line 2 miles west of the southwest course of the Washington radio range and on the east by a line 2 miles east of the ILS localizer course, and further extending 2 miles on the east side and 4 miles on the west side of the northeast course of the Washington radio range to the Riverdale, Md., non-directional radio beacon.

§ 601.2023 *Albuquerque, N. Mex., control zone.* Within a 5-mile radius of Kirtland AFB, within 2 miles either side of the south course of the Albuquerque radio range extending to the Peralta fan marker, within 2 miles either side of a line bearing 352°–172° True through the Alameda nondirectional radio beacon extending from the 5-mile radius control zone boundary to a point 10 miles north of the Alameda nondirectional radio beacon and within 2 miles either side of the 91° and 271° True radials of the Albuquerque omnirange extending from the 5-mile radius control zone boundary to a point 10 miles west of the omnirange station.

§ 601.2024 *Amarillo, Tex., control zone.* Within a 5-mile radius of Amarillo Air Terminal, within 2 miles either side of the west course of the Amarillo radio range extending from the radio range station to a point 5 miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to its intersection with the northwest course of the Clarendon, Tex., radio range.

§ 601.2025 *Big Spring, Tex., control zone.* Within a 5 mile radius of Webb Air Force Base and within 2 miles either side of the west course of the Big Spring radio range extending from the radio range station to a point 10 miles west.

§ 601.2026 *Brownsville, Tex., control zone.* That airspace over United States territory, within a 5-mile radius of Rio Grande Valley International Airport, Brownsville, Tex., within 2 miles either side of the northwest course of the Brownsville radio range extending from the radio range station to the Los Fresnos fan marker and within 2 miles either side of the 72° True radial of the Brownsville omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2027 *Dallas, Tex., control zone.* Within a 5-mile radius of Love Field, Dallas, Tex., within 2 miles either side of the 252° True radial of the Dallas omnirange extending from Love Field to the omnirange station, within 2 miles either side of the Love Field ILS localizer southeast course extending from the localizer to the intersection of the Love Field ILS southeast course and the 202° True radial of the Dallas omnirange, within 2 miles either side of the south course of the Dallas radio range extending from the radio range station to the Duncanville fan marker, and within 2 miles either side of the Love Field ILS northwest course extending from the localizer to the intersection of the Love Field ILS northwest course and the east course of the Fort Worth radio range.

§ 601.2028 *El Paso, Tex., control zone.* Within a 5-mile radius of the El Paso International Airport extending 2 miles either side of the east course of the El Paso, Tex., radio range to the Hueco fan marker and extending 2 miles either side of the north course of the radio range to the Newman non-directional radio beacon, excluding the portion which lies outside the continental United States.

§ 601.2029 *Fort Worth, Tex., control zone.* All that airspace within a 5-mile radius of Meacham Field and within a 5-mile radius of Carswell AFB, within 2 miles either side of the south course of the Ft. Worth radio range extending to the intersection of the south course of the Ft. Worth radio range with the west course of the Dallas, Tex., radio range, within 2 miles either side of a line bearing 181° True from the Carswell AFB extending to a point 13 miles south of the Air Force Base, and the airspace bounded on the east by a line two miles east of and parallel to a direct line from Meacham Field through the Haslet nondirectional radio beacon, on the north by Lat. 32°59′45″ and on the west by a line 2 miles west of and parallel to a direct line from the Carswell AFB through the Newark nondirectional radio beacon.

§ 601.2030 *Galveston, Tex., control zone.* Within a 5-mile radius of Galveston Airport and within 2 miles either side of the northwest and southeast courses of the Galveston radio range extending from the 5-mile radius zone to a point 3 miles northwest of the radio range station.

§ 601.2031 *Houston, Tex., control zone.* Within a 10-mile radius of Houston Municipal Airport, within a 5-mile radius of Ellington Air Force Base, and within 2 miles either side of a direct line extending from the Houston Municipal Airport to the Monument nondirectional radio beacon.

§ 601.2032 *Laredo, Tex., control zone.* That airspace over United States territory within a 10-mile radius of Laredo AFB and within 2 miles either side of the 147° True radial of the Laredo omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2033 *Little Rock, Ark., control zone.* Within a 5-mile radius of Adams Field extending 2 miles either side of the southeast course of the Little Rock radio range to the Keo fan marker.

§ 601.2034 *Monroe, La., control zone.* Within a 5-mile radius of Selman Field, within 2 miles either side of the southwest course of the Monroe radio range extending from the radio range station to a point 4 miles southwest, and within 2 miles either side of the 41° True and 221° True radials of the Monroe omnirange extending from the control zone to a point 10 miles southwest of the omnirange station.

§ 601.2035 *New Orleans, La., control zone.* Within a 5 mile radius of Moisant International Airport, within 2 miles either side of the 221° True radial of the New Orleans omnirange extending from the omnirange station to a point 10 miles southwest, within 2 miles either side of the ILS localizer course extending from the localizer to a point 14½ miles west, within 2 miles either side of the west course of the radio range extending from the radio range station to a point 17¼ miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to the boundary of the New Orleans Airport 5 mile radius control zone.

§ 601.2036 *Ponca City, Okla., control zone.* Within a 10-mile radius of Ponca City Airport.

§ 601.2037 *San Angelo, Tex., control zone.* Within a 10-mile radius of Mathis Field, within 2 miles either side of the northeast course of the San Angelo radio range extending to a point 10 miles northeast of the radio range station, and within 2 miles either side of the 72° True radial of the San Angelo omnirange extending to a point 10 miles northeast of the omnirange station.

§ 601.2038 *Shreveport, La., control zone.* Within a 5-mile radius of Shreveport Downtown Airport, within 5 miles either side of the northwest course of the Shreveport radio range extending from the radio range station to a point 10 miles northwest, within a 7 mile radius of Barksdale Air Force Base and within 5 miles either side of the southeast course of the Barksdale AFB radio range extending from the Air Force Base to the Elm Grove fan marker.

§ 601.2039 *Tulsa, Okla., control zone.* Within a 5-mile radius of Tulsa Airport, within 2 miles either side of the northeast course of Tulsa radio range extending to the Verdigris River fan marker, within 2 miles either side of the northwest course of Tulsa radio range extending to the Skiatook fan marker, within 2 miles either side of the southwest course of Tulsa radio range extending to the Red Fork fan marker and within 2 miles either side of a line bearing 03° True from the Owasso nondirectional radio beacon extending from the beacon to a point 10 miles north and within 2 miles either side of the 340° True and 160° True radials of the Tulsa omnirange extending from the Tulsa Municipal Airport to a point 10 miles northwest of the omnirange station.

§ 601.2040 *Smyrna, Tenn., control zone.* Within a 5-mile radius of Sewart Air Force Base and within 2 miles either side of a line bearing 139° True extending from the Sewart AFB nondirectional radio beacon to a point 10 miles southeast.

§ 601.2041 *Akron, Colo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the north and south courses of Akron radio range extending 10 miles north of the radio range station.

§ 601.2042 *Burlington, Iowa, control zone.* Within a 5-mile radius of Burlington Municipal Airport and within 2 miles either side of the 292° and 112° True radials of the Burlington omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2043 *Casper, Wyo., control zone.* Within a 5-mile radius of Natrona County Airport extending east 2 miles either side of the west and east courses of the Casper radio range to the Parkerton fan marker and within 2 miles either side of a line bearing 269° True from the Casper ILS localizer extending from the Casper Natrona County Airport to a point 10 miles west of the ILS outer marker.

§ 601.2044 *Cheyenne, Wyo., control zone.* Within a 5-mile radius of the Cheyenne Municipal Airport, within 2 miles either side of the northwest course of the Cheyenne radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the east course of the radio range extending from the radio range station to a point 11½ miles east, within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles east of the airport, and within 2 miles either side of the 32° True radial of the Cheyenne omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2045 *Colorado Springs, Colo., control zone.* Within a 5-mile radius of Peterson Municipal Airport and within 2 miles either side of a line bearing 180° True from the airport extending to a point 15 miles south of the airport.

§ 601.2046 *Columbia, Mo., control zone.* Within a 5-mile radius of Columbia Municipal Airport and within 2 miles either side of the west course of Columbia radio range extending 10 miles from the radio range station.

§ 601.2047 *Denver, Colo., control zone.* Within a 10-mile radius of Stapleton Air Field, Denver, Colo., within 2 miles either side of the Stapleton ILS localizer course extending from the localizer to a point 11½ miles east of Stapleton Air Field, within 2 miles either side of a 45° True radial of the Denver omnirange extending from the omnirange station to a point 5 miles northeast, and within 2 miles either side of the north course of the Denver radio range extending from the radio range station to a point 13 miles north.

§ 601.2048 *Des Moines, Iowa, control zone.* Within a 5-mile radius of the Des Moines Municipal Airport, within 2 miles either side of the south course of the radio range extending from the radio range station to a point 12 miles south, within 2 miles either side of the front and back courses of the Des Moines ILS localizer extending from the localizer to a point 12 miles southeast and northwest of the airport, and within 2 miles either side of the 176° True and 356° True radials of the Des Moines omnirange extending from the five mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2049 *Fort Bridger, Wyo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the east course of Fort Bridger radio range extending 10 miles from the radio range station.

§ 601.2050 *Garden City, Kans. control zone.* Within a 5-mile radius of the Garden City Municipal Airport (new) including the airspace within 2 miles either side of the 300° True radial of the Garden City omnirange extending to a point 12 miles northwest of the omnirange station, within 2 miles either side of the north course of the Garden City radio range extending to a point 12 miles north of the radio range station and within 2 miles either side of a line bearing 144° True extending from the radio range station to the Garden City Municipal Airport (new).

§ 601.2051 *Grand Island, Nebr., control zone.* Within a 5-mile radius of the Grand Island Airport and within 2 miles either side of the north course of Grand Island radio range extending 10 miles from the radio range station.

§ 601.2052 *Quincy, Ill., control zone.* Within a 5-mile radius of the Quincy-Baldwin Airport and within 2 miles either side of the 35° True and 215° True radials of the Quincy omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2053 *Huron, S. Dak., control zone.* Within a 5-mile radius of the Huron Municipal Airport extending 2 miles either side of the southwest course of the radio range to its intersection with the east course of the Pierre, S. Dak., radio range, and within 2 miles either side of the Huron ILS localizer northwest course extending from the localizer to a point 12 miles northwest of the outer marker.

§ 601.2054 *Hutchinson, Kans., control zone.* Within a 5-mile radius of the Hutchinson Municipal Airport, within an 8-mile radius of the Hutchinson Naval Air Station, within 2 miles either side of the south course of the Hutchinson radio range extending from the radio range station to a point 23 miles south, and within 2 miles either side of the 222° True radial of the Hutchinson omnirange extending from the Hutchinson Municipal Airport to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the north course of the Hutchinson radio range extending from the radio range station to a point 10 miles north.

§ 601.2055 *Joplin, Mo., control zone.* Within a 5-mile radius of Joplin Airport and within 2 miles either side of a line bearing 318° True extending from the airport to a point 10 miles northwest of the Joplin ILS outer marker.

§ 601.2056 *Kansas City, Mo., control zone.* Within a 5-mile radius of the Kansas City Municipal Airport, within 2 miles either side of the north course of the Kansas City radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of a line bearing 13° True from the airport extending through the Kansas City ILS outer marker compass locator to a point 5 miles north of the ILS outer marker compass locator.

§ 601.2057 *Kirksville, Mo., control zone.* Within a 3-mile radius of Kirksville Airport and within 2 miles either side of the 316° and 136° True radials of the Kirksville omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2058 *La Junta, Colo., control zone.* Within a 5-mile radius of the La Junta Airport and within 2 miles either side of the northeast course of La Junta radio range extending 10 miles from the radio range station.

§ 601.2059 *Laramie, Wyo., control zone.* Within a 5-mile radius of Brees Field, within 2 miles either side of the northwest course of the Laramie radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 332° True radial of the Laramie omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2060 *Pellston, Mich., control zone.* Within a 5-mile radius of Emmet County Airport, Pellston, Mich., extending 2 miles either side of a track bearing 132° True from the Pellston non-directional radio beacon to a point 10 miles southeast.

§ 601.2061 *Lincoln, Nebr., control zone.* Within a 5-mile radius of the Lincoln Air Force Base, within 2 miles either side of the north course of the Lincoln radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of the front course of the Lincoln ILS localizer extending from the localizer to a point 12 miles northwest of the outer marker, and within 2 miles either side of the south course of the Lincoln radio range extending to a point 15 miles south of the Lincoln Air Force Base.

§ 601.2062 *Mason City, Iowa, control zone.* Within a 5-mile radius of Mason City Municipal Airport and within 2 miles either side of the 2° and 182° True radials of the Mason City omnirange extending from the airport control zone to a point 10 miles south of the omnirange station.

§ 601.2063 *North Platte, Nebr., control zone.* Within a 5-mile radius of Lee Bird Municipal Field, within 2 miles either side of the south course of the North Platte radio range extending from the radio range station to a point 10 miles south, and within 2 miles either side of the 30° True and 210° True radials of the North Platte omnirange extending from Lee Bird Municipal Field to a point 10 miles southwest of the omnirange station.

§ 601.2064 *Omaha, Nebr., control zone.* Within a 5-mile radius of the Omaha, Nebr., Municipal Airport extending 2 miles either side of the north course of the Omaha radio range to the California, Iowa, Fan Marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles northwest of the Omaha Municipal Airport.

§ 601.2065 *Pierre, S. Dak., control zone.* Within a 5-mile radius of Pierre Airport, within 2 miles either side of the east course of the Pierre radio range extending from the radio range station to a point 12 miles east, and within 2 miles either side of the 260° and 80° True radials of the Pierre omnirange extending from the 5-mile radius zone to a point 12 miles northeast of the omnirange station.

§ 601.2066 *Pueblo, Colo., control zone.* Within a 5-mile radius of Pueblo Municipal Airport, within 5 miles either side of a direct line extending from the center of Pueblo Municipal Airport to the Pueblo radio range station to include a 5-mile radius of the Pueblo radio range station, within 2 miles either side of the southeast course of the radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 271° and 91° True radials of the Pueblo omnirange extending from the Pueblo Municipal Airport 5-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2067 *Rapid City, S. Dak., control zone.* Within a 5-mile radius of Ellsworth Air Force Base, within 2 miles either side of the centerline of the northwest-southeast runway of Ellsworth AFB extending from the end of the runway to a point 17 miles southeast; within a 5-mile radius of the Rapid City Municipal Airport, within 2 miles either side of the south course and east course of the Rapid City radio range extending from the radio range station to points 10 miles south and east, and within 2 miles either side of the 335° True and 155° True radials of the Rapid City omnirange extending from the airport 5 mile radius zone to a point 10 miles southeast of the omnirange station.

§ 601.2068 *Rock Springs, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the east course of the radio range to the Point of Rocks fan marker, and extending 2 miles either side of the ILS localizer course to the Point of Rocks fan marker.

§ 601.2069 *St. Joseph, Mo., control zone.* Within a 5-mile radius of Rosecrans Field, within 2 miles either side of the St. Joseph ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker, and within 2 miles either side of the 355° and 175° True radials of the St. Joseph omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2070 *St. Louis, Mo., control zone.* Within a 5-mile radius of Lambert-St. Louis Municipal Airport, within 2 miles either side of the east course of the St. Louis radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the front course of the St. Louis ILS localizer extending from the localizer to a point 5 miles east of the outer compass locator and within 2 miles either side of the back course of the ILS localizer extending from the localizer to a point 10 miles southwest of the Lake nondirectional radio beacon, and within 2 miles either side of the 323° and 143° True radials of the St. Louis omnirange extending from the airport to a point 10 miles northwest of the omnirange station.

§ 601.2071 *Scottsbluff, Nebr., control zone.* Within a 5-mile radius of Scottsbluff Municipal Airport and within 2 miles either side of the southeast and northwest courses of Scottsbluff radio range extending 10 miles southeast of the radio range station.

§ 601.2072 *Sheridan, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the southeast course of the radio range to the Ucross fan marker.

§ 601.2073 *Rawlings, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport, Rawlings, Wyo., extending 2 miles either side of the east and west courses of the Sinclair, Wyo., radio range to a point 10 miles east of the radio range station.

§ 601.2074 *Sioux City, Iowa, control zone.* Within a 5-mile radius of the Sioux City Municipal Airport, within 2 miles either side of the south course of the Sioux City radio range extending from the radio range station to the Sloan Fan Marker; within 2 miles either side of the 142° True radial of the Sioux City omnirange extending from the omnirange station to a point 10 miles southeast, and within 2 miles either side of a line bearing 136° True from the Sioux City ILS outer marker compass locator, extending from the ILS outer marker compass locator to a point 10 miles southeast.

§ 601.2075 *Springfield, Mo., control zone.* Within a 5-mile radius of Springfield Municipal Airport and within 2 miles either side of the southeast and northwest courses of Springfield radio range extending 10 miles northwest of the radio range station and within 2 miles either side of the 19° and 199° True radials of the Springfield omnirange extending from the Springfield Municipal Airport to a point 10 miles northeast of the omnirange station.

§ 601.2076 *Topeka, Kans., control zone.* All that area within an 8-mile radius of the Philip Billard Airport and within 2 miles either side of the Topeka ILS localizer course extending to a point 15 miles northwest of the ILS localizer; within 2 miles either side of the 40° True radial of the Topeka omnirange extending to a point 10 miles northeast of the omnirange station, and that area within a 5-mile radius of Forbes Air Force Base, Topeka, Kans., and within 2 miles either side of the southwest course of the Forbes AFB radio range extending to a point 10 miles southwest of the Forbes AFB radio range station.

§ 601.2077 *Trinidad, Colo., control zone.* Within a 3-mile radius of Trinidad Municipal Airport and within 2 miles either side of the north course of Trinidad radio range extending 10 miles from the radio range station.

§ 601.2078 *Edenton, N. C., control zone.* Within a 5-mile radius of the Edenton Navy Auxiliary Landing Field and within 2 miles either side of a line bearing 184° True from the Edenton NALF to a point 12 miles south, excluding the portions which overlap the Albemarle Sound Restricted Area (R-1) and the Albemarle Sound Caution Area (C-10).

§ 601.2079 *Watertown, S. Dak., control zone.* Within a 5-mile radius of Watertown Airport and within 2 miles either side of the 6° True radial of the Watertown omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2080 *Wichita, Kans., control zone.* Within a 5-mile radius of the Wichita Municipal Airport, within 2 miles either side of a 200° True bearing from the Wichita ILS outer compass locator extending to a point 10 miles south of the outer compass locater, within a 5-mile radius of McConnell AFB, Wichita, Kans., within 2 miles either side of a 192° True bearing through the Wichita AFB nondirectional radio beacon extending from the AFB control zone to a point 10 miles south of the nondirectional radio beacon, and within 2 miles either side of the 360° True radial of the omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2081 *Jacksonville, N. C., control zone.* Within a 3-mile radius of the New River MCAF, Jacksonville, N. C., and within 2 miles either side of a 226° True bearing extending from the New River MCAF to a point 12 miles southwest, excluding the airspace above 5,500 feet mean sea level daily from sunset to sunrise.

§ 601.2082 *Akron, Ohio, control zone.* Within a 5-mile radius of the Akron Municipal Airport extending 2 miles either side of the southwest course of the Akron, Ohio, radio range to a point 10 miles southwest of the radio range station, including a 5-mile radius of the Akron-Canton County Airport extending 2 miles either side of the Akron-Canton ILS localizer course to a point 10 miles south of the outer marker and within 2 miles either side of the west course of the Akron radio range extending from the radio range station to a point 10 miles west.

§ 601.2083 *Alexandria, Minn., control zone.* Within a 5-mile radius of the Alexandria Municipal Airport extending 2 miles either side of the north course of the Alexandria radio range to a point 10 miles north of the radio range station, and within 2 miles either side of the 230° and 50° True radials of the Alexandria omnirange extending from the Alexandria airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2084 *Battle Creek, Mich., control zone.* Within a 5-mile radius of Kellogg Field and within 2 miles either side of the south course of the Battle Creek, Mich., radio range, extending 10 miles south of the radio range station.

§ 601.2085 *Bismarck, N. Dak., control zone.* Within a 5-mile radius of the Bismarck Municipal Airport extending 2 miles either side of the east course of the Bismarck radio range to a point 10 miles east of the radio range station, extending 2 miles either side of the Bismarck ILS localizer course to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 114° True radial of the Bismarck omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2086 *Chicago, Ill., control zone.* Within a 6-mile radius of the Chicago-Midway Airport; within 2 miles either side of the southeast and northwest courses of the Chicago radio range extending from the intersection of the southeast course of the radio range with the east course of the Harvey, Ill., radio range to the intersection of the northwest course of the radio range with the northeast course of the Joliet, Ill., radio range excluding the portion which overlaps the O'Hare International Airport control zone; within 2 miles either side of the front and back courses of the Chicago-Midway ILS localizer extending from the intersection of the localizer back course with the east course of the Harvey, Ill., radio range to a point 12 miles northwest of the Chicago-Midway outer marker on the localizer front course, excluding the portion which overlaps the O'Hare International Airport control zone; within 2 miles either side of the 007° True, 124° True and 223° True radials of the Chicago-Midway terminal omnirange station extending from the terminal omnirange station to points 12 miles north, southeast and southwest.

§ 601.2087 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of the Lunken Airport extending 2 miles either side of the southwest and northeast courses of the Cincinnati, Ohio, radio range to the Loveland fan marker.

§ 601.2088 *Dodge City, Kans., control zone.* Within a 5-mile radius of Dodge City Municipal Airport and within 2 miles either side of the 161° and 341° True radials of the Dodge City omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2089 *Cleveland, Ohio, control zone.* Within a 5-mile radius of the Cleveland Municipal Airport, within 2 miles either side of the west course of the Cleveland radio range extending from the radio range station to the Elyria fan marker and within 2 miles either side of the Cleveland ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker.

§ 601.2090 *Columbus, Ohio, control zone.* Within a 5-mile radius of the Port Columbus Municipal Airport and within a 5-mile radius of the Lockbourne, Ohio, Air Force Base including the airspace within 2 miles either side of a direct line extending from the Columbus radio range station to the Lockbourne AFB, within 2 miles either side of the west course of the Columbus radio range extending to the Hilliard fan marker, within 2 miles either side of the east course of the Columbus radio range extending to the Newark fan marker.

§ 601.2091 *Dayton, Ohio, control zone.* Within a 5-mile radius of the Dayton Municipal Airport extending 2 miles either side of the southwest course of the Dayton ILS localizer from the localizer to a point 10 miles southwest of the outer compass locator, extending 2 miles either side of the northeast course of the ILS localizer from the localizer to a point 10 miles northeast of the Tipp City nondirectional radio beacon, and extending 2 miles either side of the 360° True radial of the Dayton omnirange from the omnirange station to a point 10 miles north of the omnirange station.

§ 601.2092 *Detroit, Mich., control zone.* Within a 5-mile radius of the Detroit City Airport extending 2 miles either side of the northwest course of the Windsor, Ontario, Canada, radio range to the United States-Canadian Border and excluding that portion which lies outside the continental limits of the United States.

§ 601.2093 *Dickinson, N. Dak., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the north course of the Dickinson radio range, extending 10 miles north of the radio range station and extending 2 miles either side of the 15° True radial of Dickinson omnirange to a point 10 miles north of the omnirange station.

§ 601.2094 *Duluth, Minn., control zone.* Within a 5-mile radius of the Williamson-Johnson Airport and within 2 miles either side of the south course of the Duluth, Minn., radio range, extending 10 miles south of the radio range station.

§ 601.2095 *Belleville, Ill., control zone.* Within a 5-mile radius of the Scott Air Force Base extending 2 miles either side of the southwest course of the Scott AFB, Belleville, Ill., radio range to a point 10 miles southwest of the radio range station.

§ 601.2096 *Evansville, Ind., control zone.* Within a 5-mile radius of Dress Memorial Municipal Airport and within 2 miles either side of the centerline of the northeast-southwest runway of the Dress Memorial Municipal Airport extending from the Evansville outer marker to a point 10 miles northeast.

§ 601.2097 *Fargo, N. Dak., control zone.* Within a 5-mile radius of the Fargo-Hector Airport, within 2 miles either side of the east course of the Fargo radio range extending to the Glyndon fan marker, within 2 miles either side of the west course of the radio range extending to a point 10 miles west of the West Fargo fan marker, and within 2 miles either side of the 181° and 01° True radials of the Fargo omnirange extending from the airport control zone to a point 10 miles south of the omnirange station.

§ 601.2098 *Flint, Mich., control zone.* Within a 5-mile radius of Bishop Airport and within 2 miles either side of a line bearing 268° True from the airport extending from the airport to a point 10 miles west of the Flint ILS outer marker.

§ 601.2099 *Fort Wayne, Ind., control zone.* Within a 5-mile radius of Baer Field, Fort Wayne, Ind., extending 2 miles either side of the southwest course of the Fort Wayne radio range to a point 10 miles southwest of the radio range station, extending 2 miles either side of the Fort Wayne ILS localizer course from the localizer to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 318° and 138° True radials of the Fort Wayne omnirange from the Baer Field control zone to a point 10 miles northwest of the omnirange station.

§ 601.2100 *Glenview, Ill., control zone.* Within a 5-mile radius of the Glenview, Ill., Naval Air Station and within 2 miles either side of the northwest course of the Glenview, Ill., radio range, extending 10 miles northwest of the radio range station.

§ 601.2101 *Goshen, Ind., control zone.* Within a 5-mile radius of the Goshen Airport and within 2 miles either side of the west course of the Goshen, Ind., radio range, extending 10 miles west of the radio range station.

§ 601.2102 *Grand Forks, N. Dak., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of the Grand Forks, N. Dak., radio range, extending 10 miles south of the radio range station.

§ 601.2103 *Grand Rapids, Mich., control zone.* Within a 6-mile radius of the Kent County Airport and within 2 miles either side of the southeast course of the Grand Rapids radio range, extending 12 miles southeast of the radio range station.

§ 601.2104 *Huntington, W. Va., control zone.* Within a 5-mile radius of the

Huntington Airport, Chesapeake, Ohio; within a 5-mile radius of the Tri-State Airport, Huntington, W. Va.; within 2 miles either side of a line bearing 253° True extending from the Huntington nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a line bearing 15° True extending from the nondirectional radio beacon to a point 10 miles north.

§ 601.2105 *Indianapolis, Ind., control zone.* Within a 5-mile radius of the Weir Cook County Airport, extending 2 miles either side of the west course of the Indianapolis radio range to the Clayton fan marker, extending 2 miles either side of the Weir-Cook County Airport localizer course to a point 10 miles southwest of the outer marker and extending 2 miles either side of the 323° and 143° True radials of the Indianapolis omnirange from the Weir-Cook County Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2106 *Jamestown, N. Dak., control zone.* Within a 5-mile radius of the Jamestown Municipal Airport extending 2 miles either side of the east course of the Jamestown radio range to a point 10 miles east of the radio range station and extending 2 miles either side of the 191° and 11° True radials of the Jamestown omnirange station from the Municipal Airport control zone to a point 10 miles south of the omnirange station.

§ 601.2107 *Joliet, Ill., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the radio range to a point 10 miles west of the radio range station.

§ 601.2108 *Lansing, Mich., control zone.* Within a 5-mile radius of the Capital City Airport extending 2 miles either side of the east course of the Lansing radio range to a point 10 miles east of the radio range station and extending 2 miles either side of the 232° and 52° True radials of the Lansing omnirange from the Capital City Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2109 *Lafayette, Ind., control zone.* Within a 5-mile radius of Purdue University Airport and within 2 miles either side of the 137° and 317° True radials of the Lafayette omnirange extending from the 5-mile radius zone to a point 12 miles northwest of the omnirange station.

§ 601.2110 *Lone Rock, Wis., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the 24° True and 204° True radials of the Lone Rock omnirange extending from the Municipal Airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2111 *Louisville, Ky., control zone.* Within a 5-mile radius of Standiford Field and within a 5-mile radius of Bowman Field extending 2 miles either side of the east course of the Louisville radio range to the Eastwood fan marker, extending 2 miles either side of the Standiford Field ILS localizer course from the localizer to the limits of the Fort Knox, Ky., restricted area, extending 2 miles either side of the 122° and 302° True radials of the Louisville omnirange from the Standiford Field control zone to a point 10 miles southeast of the omnirange station, and extending 2 miles either side of the 154° and 334° True radials of the Louisville omnirange from the Bowman Field control zone to a point 10 miles southeast of the omnirange station.

§ 601.2112 *Madison, Wis., control zone.* Within a 5-mile radius of Truax Field, within 2 miles either side of the east course of the Madison radio range extending from the radio range station to a point 10 miles east, and within 2 miles of lines bearing 183° True and 03° True from the outer marker extending from the Truax Field control zone to a point 10 miles south of the outer marker.

§ 601.2113 *Milwaukee, Wis., control zone.* Within a 5-mile radius of General Mitchell Field, within 2 miles either side of the south course of the radio range extending from the radio range station to a point 12 miles south, and within 2 miles either side of the front course of the Milwaukee ILS localizer extending from the localizer to a point 12 miles south of the ILS outer marker.

§ 601.2114 *Minneapolis, Minn., control zone.* Within a 5-mile radius of the Minneapolis-St. Paul International Airport, within 2 miles either side of the southeast course of the Minneapolis radio range extending from the radio range station to a point 12 miles southeast, within 2 miles either side of the southeast (front) course of the Minneapolis ILS localizer extending from the localizer to a point 12 miles southeast of the outer marker, and within 2 miles either side of the northwest (back) course of the ILS localizer extending from the localizer to a point 17 miles northwest of the airport.

§ 601.2115 *Minot, N. Dak., control zone.* Within a 5-mile radius of Port o'Minot Field, within 2 miles either side of the southeast course of the Minot radio range extending from the radio range station to a point 12 miles southeast, and within 2 miles either side of the 254° and 74° True radials of the Minot omnirange extending from the 5-mile radius zone to a point 12 miles northeast of the omnirange station.

§ 601.2116 *Moline, Ill., control zone.* Within a 5-mile radius of Quad-City Airport, within 2 miles either side of the Quad-City ILS localizer west (front) course extending from the localizer to a point 12 miles west of the outer marker and within 2 miles either side of the ILS localizer east (back) course extending from the localizer to a point 12 miles east of its intersection with the 199° True radial of the Moline omnirange.

§ 601.2117 *Muskegon, Mich., control zone.* Within a 5-mile radius of Muskegon County Airport extending 2 miles either side of the southeast course of the radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 145° True radial of the Muskegon omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2118 *Langley AFB, Va., control zone.* Within a 5-mile radius of Langley Air Force Base excluding the portion which overlaps restricted area (R-49), within a 5-mile radius of Patrick Henry Airport, within 2 miles either side of the Patrick Henry Airport ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker, and the airspace lying 5 miles southwest of and parallel to a line connecting the centers of Langley AFB and Patrick Henry Airport.

§ 601.2119 *Peoria, Ill., control zone.* Within a 5-mile radius of Greater Peoria Airport, within 2 miles either side of the north course of the Peoria radio range extending from the radio range station to a point 12 miles north, and within 2 miles either side of the 102° True and 282° True radials of the Peoria omnirange extending from the 5-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2120 *Rochester, Minn., control zone.* Within a 5-mile radius of the Rochester Airport extending 2 miles either side of the south course of the radio range to a point 10 miles south of the radio range station, and extending 2 miles either side of the 222° and 42° True radials of the Rochester omnirange from the Rochester Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2121 *Rockford, Ill., control zone.* Within a 5-mile radius of the Machesney Airport and within a 5 mile radius of the Greater Rockford Airport, extending 2 miles either side of a 182° True bearing from the Rockford radio range station to the Greater Rockford Airport, and extending 2 miles either side of the west and northwest courses of the Rockford radio range from the radio range station to points 10 miles west and northwest of the radio range station and within 2 miles either side of a line extending from the Greater Rockford Airport through the Rockford nondirectional radio beacon to a point 12 miles south of the nondirectional radio beacon.

§ 601.2122 *Detroit, Mich., control zone.* Within a 5-mile radius of the Detroit-Wayne Major Airport and within a 12-mile radius of the Willow Run Airport, within 2 miles either side of the front and back courses of the Willow Run ILS localizer extending from a point 12 miles southwest of the Willow Run outer marker to a point 12 miles northeast of the Ford nondirectional radio beacon, within 2 miles either side of the front and back courses of the Wayne Major ILS localizer extending from a point 12 miles southwest of the Wayne Major outer marker to a point 15½ miles northeast of the Wayne Major ILS localizer, and within 2 miles either side of a 134° True Track extending from the Willow Run Airport to a point 12 miles southeast of the Wayne Major outer marker, excluding the portion which overlaps the Grosse Ile, Mich., control zone, and excluding the pie-shaped area bounded on the north by a line 2 miles south of and parallel to the 282° True radial of the Willow Run TVOR and bounded on the south by a line 2 miles north of and parallel to the 252° True radial of the Willow Run TVOR.

§ 601.2123 *South Bend, Ind., control zone.* Within a 5-mile radius of St. Joseph County Airport extending 2 miles either side of the west course of the South Bend radio range to the New Carlisle fan marker, extending 2 miles either side of the South Bend, Ind., ILS localizer course from the St. Joseph County Airport control zone to a point 10 miles east of the outer marker, and extending 2 miles either side of the 359° True radial of the South Bend omnirange to a point 10 miles north of the omnirange station.

§ 601.2124 *Roswell, N. Mex., control zone.* Within a 15-mile radius of the Roswell radio range station and within 2 miles either side of the 220° True and 297° True radials of the Roswell omnirange extending from the omnirange station to points 10 miles southwest and northwest.

§ 601.2125 *Terre Haute, Ind., control zone.* Within a 5-mile radius of Hulman Field, Terre Haute, Ind., extending 2 miles either side of the northeast and southwest courses of the Terre Haute radio range to a point 10 miles southwest of the radio range station, and extending 2 miles either side of the 02° True radial of the Terre Haute omnirange from the airport to a point 10 miles north of the omnirange station.

§ 601.2126 *Toledo, Ohio, control zone.* Within a 5-mile radius of Toledo Express Airport and within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker.

§ 601.2127 *Youngstown, Ohio, control zone.* Within a 5-mile radius of the Youngstown Municipal airport, within 2 miles either side of the north course of the Youngstown radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of a line bearing 135° True from the airport through the outer compass locator extending to a point 15 miles southeast of the airport, and within 2 miles either side of the 359° True radial of the Youngstown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2128 *Wilmington, N. C., control zone.* Within a 5-mile radius of the New Hanover County Airport, within 2 miles either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 2 miles either side of a line bearing 159° True extending from the ILS middle marker to a point 12 miles southeast of the middle marker.

§ 601.2129 *Bowling Green, Ky., control zone.* Within a 5-mile radius of the Bowling Green Municipal Airport extending 2 miles either side of the southeast course of the Bowling Green radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 203° True radial of the Bowling Green omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2130 *Atlanta, Ga., control zone.* Within a 5-mile radius of the Municipal Airport, within 2 miles either side of the southeast course of the Atlanta, Ga., radio range, extending to the Jonesboro fan marker and within 2 miles either side of the northwest course of the Atlanta radio range, extending 10 miles northwest of the radio range station.

§ 601.2131 *Augusta, Ga., control zone.* Within a 5-mile radius of Bush Field, Augusta, Ga., extending 2 miles either side of a direct line from Bush Field to the Augusta, Ga., radio range station and extending 2 miles either side of the west course of the Augusta radio range to a point 10 miles west of the radio range station.

§ 601.2132 *Biloxi, Miss., control zone.* Within a 5-mile radius of Keesler AFB and within 2 miles either side of the northeast course of Keesler AFB radio range, extending 5 miles northeast of the radio range station.

§ 601.2133 *Birmingham, Ala., control zone.* Within a 5-mile radius of Birmingham Airport and within 2 miles either side of the north course of the Birmingham, Ala., radio range, extending 10 miles north of the Birmingham, Ala., radio range station.

§ 601.2134 *Charleston, S. C., control zone.* Within a 5-mile radius of the Charleston Municipal Airport, within 2 miles either side of the northwest course of the Charleston radio range extending from the radio range station to the Summerville fan marker and within 2 miles either side of the 161° True and 341° True radials of the Charleston omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2135 *Charlotte, N. C., control zone.* Within a 5-mile radius of Douglas Airport, within 2 miles either side of the south course of the Charlotte radio range extending from the radio range station to the Fort Mill fan marker, and within 2 miles either side of the Charlotte ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker and within 2 miles either side of the 005° True and 185° True radials of the Charlotte omnirange extending from the 5-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2136 *Chattanooga, Tenn., control zone.* Within a 5-mile radius of Lovell Field and within 2 miles either side of the northeast course of the Chattanooga, Tenn., radio range, extending 10 miles northeast of the radio range station.

§ 601.2137 *Columbia, S. C., control zone.* Within a 5-mile radius of the Columbia Airport, within 2 miles either side of the east and west courses of the Columbia radio range extending from the airport to a point 5 miles east of the radio range station, and within 2 miles either side of the 325° True and 145° True radials of the Columbia omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station, and within a 5-mile radius of Owens Field, Columbia, S. C., and 2 miles either side of the southeast course of the Columbia radio range extending from the radio range station to a point 10 miles southeast.

§ 601.2138 *Crestview, Fla., control zone.* Within a 5-mile radius of the Crestview Airport, within 2 miles either side of the east course of the Crestview radio range extending from the radio range station to a point 10 miles east, and within 2 miles either side of the 110° and 290° True radials of the Crestview omnirange extending from the airport control zone to a point 10 miles west of the omnirange station.

§ 601.2139 *Cross City, Fla., control zone.* Within a 5-mile radius of the Cross City Airport, within 2 miles either side of the southeast course of the Cross City radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 118° True radial of the Cross City omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2140 *Daytona Beach, Fla., control zone.* Within a 5-mile radius of the Daytona Beach Airport, within 2 miles either side of the west course of the Daytona Beach radio range extending from the radio range station to a point 10 miles west, and within 2 miles either side of the 64° True and 244° True radials of the Daytona Beach omnirange extending from the 5-mile radius control zone to a point 10 miles southwest of the omnirange station.

§ 601.2141 *Dothan, Ala., control zone.* Within a 5-mile radius of Dothan Airport and within 2 miles either side of the southwest course of Dothan, Ala., radio range, extending 10 miles southwest of the radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise.

§ 601.2142 *Florence, S. C., control zone.* Within a 5-mile radius of the Florence Municipal Airport, within 2 miles either side of the southeast course of the Florence radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 51° True and 231° True radials of the Florence omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2143 *Fort Myers, Fla., control zone.* Within a 5-mile radius of Page Field, Fort Myers, Fla., within 2 miles either side of a line bearing 220° True extending from the Fort Myers nondirectional radio beacon to a point 10 miles southwest, and within 2 miles either side of the 224° True radial of the Fort Myers omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2144 *Greensboro, N. C., control zone.* Within a 5-mile radius of the Greensboro High Point Airport, within 2 miles either side of the northeast course of the Greensboro radio range extending from the radio range station to a point 10 miles northeast, and within 2 miles either side of the 204° True radial of the Greensboro omnirange extending from the omnirange station to a point 10 miles southwest excluding the portion which overlaps the Smith-Reynolds Airport, Winston-Salem, N. C., control zone.

§ 601.2145 *Greenville, S. C., control zone.* Within a 5-mile radius of the Greenville Airport and within 2 miles either side of the south course of Greenville, S. C., radio range, extending 10 miles south of the radio range station.

§ 601.2146 *Greenwood, Miss., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the east course of Greenwood, Miss., radio range extending 10 miles east of the radio range station and within 2 miles either side of the 066° True and 246° True radials of the Greenwood omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2147 *Waterloo, Iowa, control zone.* Within a 5-mile radius of the Waterloo Municipal Airport and within 2 miles either side of the 78° True, 200° True, 238° True, 314° True and 356° True radials of the Waterloo omnirange extending from the omnirange station to points 12 miles east, south, southwest, northwest and north of the omnirange station.

§ 601.2148 *Jackson, Miss., control zone.* Within a 5-mile radius of Hawkins Airport extending 2 miles either side of the north course of the Jackson radio range to the Flora Fan Marker and within 2 miles either side of the 162° True and 342° True radials of the Jackson omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2149 *Jacksonville, Fla., control zone.* Within a 5-mile radius of Imeson Airport, within 2 miles either side of the east course of the Jacksonville radio range extending from the radio range station to the Fort George Island fan marker, and within 2 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2150 *Key West, Fla., control zone.* Within a 5-mile radius of Meacham Field and within a 5-mile radius of Boca Chica Naval Air Station, Key West, Fla., within 2 miles either side of the west course of the Key West radio range extending from the radio range station to a point 10 miles west, within 2 miles either side of a 242° True bearing from the Key West radio range station extending from the Meacham Field 5-mile radius zone to a point 10 miles southwest of the radio range station; within 2 miles either side of the 313° True and the 273° True radials of the Key West omnirange extending to points 10 miles northwest and west of the omnirange station.

§ 601.2151 *Knoxville, Tenn., control zone.* Within a 5-mile radius of the McGhee-Tyson Airport extending 2 miles either side of the north course of the radio range to the Inskip fan marker.

§ 601.2152 *Macon, Ga., control zone.* Within a 5-mile radius of Cochran Field extending 2 miles either side of the northwest course of the radio range to a point 10 miles northwest of the range station.

§ 601.2153 *Melbourne, Fla., control zone.* Within a 5-mile radius of the Melbourne-Eau Gallie Airport and within a 5-mile radius of the Patrick AFB extending 2 miles either side of the north course of the Melbourne radio range from the radio range station to a point 10 miles north.

§ 601.2154 *Memphis, Tenn., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Memphis, Tenn., radio range extending to the Nesbitt fan marker and within 2 miles either side of the 109° True radial of the Memphis omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2155 *Meridian, Miss., control zone.* Within a 5-mile radius of Key Field and within 2 miles either side of the northwest course of Meridian, Miss., radio range extending 10 miles northwest of the radio range station.

§ 601.2156 *Miami, Fla., control zone.* Within a 5-mile radius of Miami International Airport and within 2 miles either side of the east and west courses of the Miami radio range extending from the five mile radius zone to a point 10 miles west of the radio range station and within 2 miles either side of the back course of the Miami ILS localizer extending from the localizer to a point 10 miles east.

§ 601.2157 *Mobile, Ala., control zone.* Within a 5-mile radius of Bates Field, Mobile, Ala., and within 2 miles either side of the 112° and 292° True radials of the Mobile omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2158 *Grandview, Mo., control zone.* Within a 5-mile radius of Grandview Air Force Base excluding the portion lying north of Lat. 38°52′30″ and west of Long. 94°35′50″, and including the airspace within 2 miles either side of a line bearing 188° True extending from the Air Force Base to a point 10 miles south of the Cleveland, Mo., nondirectional radio beacon.

§ 601.2159 *Montgomery, Ala., control zone.* Within a 5-mile radius of Dannelly Field; within a 5-mile radius of Maxwell Air Force Base; within 2 miles either side of the north and west courses of the Maxwell AFB radio range extending from the radio range station to points 10 miles north and west of the station; within 2 miles either side of a line bearing 276° True from Dannelly Field through the Dannelly ILS outer marker to a point 5 miles west of the outer marker, and within 2 miles either side of the 321° True and 141° True radials of the Montgomery omnirange extending from the Dannelly Field control zone to a point 5 miles southeast of the omnirange station.

§ 601.2160 *Muscle Shoals, Ala., control zone.* Within a 5-mile radius of Muscle Shoals Airport and within 2 miles either side of the southeast course of Muscle Shoals radio range extending 10 miles southeast of the radio range station and within 2 miles either side of the 118° True radial of the Muscle Shoals omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2161 *Nashville, Tenn., control zone.* Within a 5-mile radius of Berry Field and within 2 miles either side of the east course of Nashville, Tenn., radio range extending to the Mount Juliet fan marker.

§ 601.2162 *Orlando, Fla., control zone.* Within a 5-mile radius of the Orlando Municipal Airport and within a 5-mile radius of Pinecastle AFB, within 2 miles either side of the northeast course of the Orlando radio range extending from the radio range station to a point 10 miles northeast and within 2 miles either side of a direct line extending from the Pinecastle AFB through the Pinecastle nondirectional radio beacon to a point 10 miles south of the Air Force Base.

§ 601.2163 *Pensacola, Fla., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Pensacola, Fla., radio range, extending 10 miles south of the radio range station and within 2 miles either side of the ILS localizer northwest course extending from the localizer to a point 15 miles northwest."

§ 601.2164 *Raleigh, N. C., control zone.* Within a 5-mile radius of Raleigh-Durham Airport and within 2 miles either side of the southeast course of Raleigh, N. C., radio range, extending 10 miles southeast of the radio range station.

§ 601.2165 *Savannah, Ga., control zone.* Within a 5-mile radius of Travis Field including the airspace within a 5-mile radius of Hunter Air Force Base, within 2 miles either side of the centerline of the east-west runway of Hunter AFB extending from the end of the runway to a point 10 miles east, within 2 miles either side of the centerline of the east-west runway of Travis Field extending from the end of the runway to a point 10 miles west, within 2 miles either side of the northwest and southeast courses of the Savannah radio range extending from the Travis Field control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 245° True and 65° True radials of the Savannah omnirange extending from Travis Field to a point 10 miles northeast of the omnirange station.

§ 601.2166 *Spartanburg, S. C., control zone.* Within a 5-mile radius of Memorial Airport and within 2 miles either side of the southwest course of Spartanburg, S. C., radio range, extending 10 miles southwest of the radio range station.

§ 601.2167 *Tallahassee, Fla., control zone.* Within a 5-mile radius of Dale Mabry Field, within 2 miles either side of the northwest course of the Tallahassee radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 162° True and 342° True radials of the Tallahassee omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station, excluding the airspace above 19,000 feet overlapping Tyndall AFB restricted area (R–336) between sunset and sunrise.

§ 601.2168 *Tampa, Fla., control zone.* That airspace within a 5-mile radius of the Tampa International Airport, within a 5-mile radius of McDill Air Force Base, within 2 miles either side of a line extending from the Tampa International Airport to the Tampa radio range station and within 2 miles either side of the southeast course of the Tampa radio range extending to a point 10 miles southeast of the radio range station, within a 5-mile radius of the Pinellas County Airport and 2 miles either side of a line extending from Pinellas County Airport to the Tampa radio range station, and within 2 miles either side of the 340° True radial of the Tampa omnirange extending from the Pinellas County Airport control zone to a point 10 miles northwest of the omnirange station and that airspace within 5 miles either side of a direct line extending from the Pinellas County Airport to the Tampa International Airport.

§ 601.2169 *Tri-City, Tenn., control zone.* Within a 5-mile radius of the Tri-City Airport and within 2 miles either side of the northeast course of Tri-City, Tenn., radio range extending 10 miles northeast of the radio range station.

§ 601.2170 *West Palm Beach, Fla., control zone.* Within a 5-mile radius of Palm Beach Air Force Base and within 2 miles either side of the west course of West Palm Beach, Fla., radio range extending 10 miles west of the radio range station.

§ 601.2171 *Winston-Salem, N. C., control zone.* Within a 5-mile radius of Smith-Reynolds Airport and within 2 miles either side of the southeast and northwest courses of Winston-Salem radio range extending 10 miles southeast of the radio range station.

§ 601.2172 *Alma, Ga., control zone.* Within a 5-mile radius of Alma Intermediate Field and within 2 miles either side of the northwest course of the Alma, Ga., radio range extending 10 miles northwest of the radio range station.

§ 601.2173 *Bakersfield, Calif., control zone.* Within a 5-mile radius of the Bakersfield-Kern County Airport and within 2 miles either side of the northwest course of Bakersfield, Calif., radio range extending 11 miles northwest of the radio range station.

§ 601.2174 *Burbank, Calif., control zone.* Within a 5-mile radius of the Lockheed Air Terminal extending to and including a 3-mile radius of the Grand Central Airport, Glendale, Calif., and 2 miles either side of the northwest course of the Burbank radio range to a point 7 miles northwest of the radio range station.

§ 601.2175 *El Centro, Calif., control zone.* Within a 5-mile radius of the Naval Air Station extending to and including a 2-mile radius of the El Centro radio range station and 2 miles either side of the east course of the El Centro radio range to a point 10 miles east of the radio range station.

§ 601.2176 *Fresno, Calif., control zone.* Within a 5-mile radius of Fresno Air Terminal extending to and including a 3-mile radius of Chandler Field, and extending 2 miles either side of the northwest and southeast courses of the Fresno, Calif., radio range to a point 10 miles from the radio range station.

§ 601.2177 *Las Vegas, Nev., control zone.* Within a 5-mile radius of McCarran Field, Las Vegas, Nev., extending 2 miles either side of the southwest course of the Las Vegas, Nev., radio range to and including a 5-mile radius of the Las Vegas, Nev., Air Force Base.

§ 601.2178 *Long Beach Calif., control zone.* That airspace within a 5-mile radius of Long Beach Municipal Airport including the airspace within a 5-mile radius of NAS Los Alamitos, Calif., and the airspace within 2 miles either side of the southeast course of the Long Beach radio range extending from the radio range station to a point 14 miles southeast, excluding the portion in conflict with El Toro MCAF control zone.

§ 601.2179 *Los Angeles, Calif., control zone.* Within a 5-mile radius of the Los Angeles International Airport extending 2 miles either side of the east course of the Los Angeles, Calif., radio range to a point 6 miles east of the airport and extending 2 miles either side of the northwest course of the Los Angeles, Calif., radio range to the Burbank, Calif., control zone.

§ 601.2180 *Oakland, Calif., control zone.* Within a 5-mile radius of the Oakland Municipal Airport, within 2 miles on the northeast side and 5 miles on the southwest side of the northwest course of the Oakland radio range extending from the radio range station to a point 10 miles northwest, within 8 miles on the northwest side and 3¾ miles on the southeast side of the southwest course of the Oakland radio range extending from the radio range station to a point 6 miles southwest, and within 2 miles either side of the southeast course of the Oakland radio range extending from the radio range station to the Fremont fan marker.

§ 601.2181 *Ogden, Utah, control zone.* Within a 5-mile radius of the Ogden Municipal Airport (Hinckley Field) extending to and including a 3-mile radius of Hill AFB and within 2 miles either side of the south course of the Ogden, Utah, radio range to the Layton, Utah, fan marker.

§ 601.2182 *Palmdale, Calif., control zone.* Within a 5-mile radius of Palmdale Airport and within 2 miles either side of the northeast course of the Palmdale radio range extending from the radio range station to Muroc Lake Restricted Area R–279.

§ 601.2183 *Grand Junction, Colo., control zone.* Within a 5-mile radius of Walker Field, Grand Junction, Colo., within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles northwest.

§ 601.2184 *Prescott, Ariz., control zone.* Within a 5-mile radius of the Municipal Airport (Ernest Love Field) and within 2 miles either side of the southeast course of Prescott, Ariz., radio range to and including the area within a 2-mile radius of Prescott radio range station.

§ 601.2185 *Sacramento, Calif., control zone.* The airspace within circles of 5-mile radii centered on the Sacramento Municipal Airport and the McClellan Air Force Base and within lines drawn tangent thereto, including the airspace within 2 miles either side of the southwest course of the Sacramento radio range extending from the radio range station to a point 10 miles southwest and within 2 miles either side of a line bearing 358° True extending from McClellan AFB to Red civil airway No. 76.

§ 601.2186 *San Diego, Calif., control zone.* Within a 5-mile radius of Lindberg Field, San Diego, Calif., and within 2 miles either side of the north course of the San Diego radio range extending from the radio range station to the La Jolla fan marker.

§ 601.2187 *San Francisco, Calif., control zone.* Within a 5-mile radius of San Francisco International Airport, within 2 miles either side of the northwest course of the San Francisco radio range extending from the radio range station to a point 10 miles northwest, within 10 miles on the northwest side and 2 miles on the southeast side of the northeast course of the San Francisco radio range extending from the radio range station to a point 6 miles northeast, and within 2 miles either side of the southeast course of the San Francisco radio range extending from the radio range station to a point 5 miles southeast.

§ 601.2188 *Salt Lake City, Utah, control zone.* Within a 5-mile radius of Municipal Airport No. 1, within 2 miles either side of the north course of Salt Lake City, Utah, radio range, extending to Layton fan marker and within 2 miles either side of the west course of the Salt Lake City radio range, extending 10 miles west of the radio range station.

§ 601.2189 *Olathe, Kans., control zone.* Within a 10-mile radius of the Naval Air Station excluding that portion which lies within Green civil airway No. 4 and extending 2 miles either side of the south course of the Olathe, Kans., Navy radio range to a point 10 miles south of the radio range station.

§ 601.2190 *Atlantic City, N. J., control zone.* Within a 7-mile radius of the Naval Air Station extending 2 miles on the southwest side of the southeast course of the Atlantic City, N. J., radio range to and including the airspace bounded on the west by a line bearing 174° True from the Naval Air Station, bounded on the southeast by a line lying 3 nautical miles off-shore, and bounded on the northeast by a line bearing 112° True from the Naval Air Station.

§ 601.2191 *Zanesville, Ohio, control zone.* Within a 5-mile radius of the Zanesville Municipal Airport and within 2 miles either side of a line bearing 210° True from the Municipal Airport extending from the airport to a point 10 miles southwest.

§ 601.2192 *Ontario, Calif., control zone.* Within a 5-mile radius of the Ontario International Airport and within 2 miles either side of a line bearing 89° True extending from the airport to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2193 *Kahului, Maui, T. H., control zone.* Within a 5-mile radius of the Kahului Airport extending 2 miles either side of the north course of the Maui radio range to the Maui radio range station.

§ 601.2194 *Hilo, Hawaii, T. H., control zone.* Within a 5-mile radius of the Hilo General Lyman Airport extending 2 miles either side of the east course of the Hilo radio range to a point 10 miles east of the radio range station.

§ 601.2195 *Windsor Locks, Conn., control zone.* Within a 5-mile radius of Bradley Field extending 2 miles either side of the ILS localizer course to a point 10 miles from the ILS localizer.

§ 601.2196 *Wilmington, Del., control zone.* Within a 5-mile radius of the New Castle County Airport extending 2 miles either side of the south course of the New Castle radio range to a point 10 miles south of the radio range station.

§ 601.2197 *Morgantown, W. Va., control zone.* Within a 5-mile radius of the Morgantown Airport extending 2 miles either side of the southeast and northwest courses of the Morgantown radio range to a point 10 miles northwest of the radio range station.

§ 601.2198 *Montpelier, Vt., control zone.* Within a 5-mile radius of the Barre-Montpelier Airport extending 2 miles either side of the northeast course of the Montpelier radio range to a point 10 miles northeast of the radio range station.

§ 601.2199 *Syracuse, N. Y., control zone.* Within a 5-mile radius of the Clarence E. Hancock Airport, within 2 miles either side of the Syracuse ILS localizer east course extending from the localizer to a point 10 miles east of the outer marker, within 2 miles either side of a direct line extending westward from the airport to the Syracuse radio range station thence within 2 miles either side of the west course of the radio range extending from the radio range station to a point 10 miles west, and the airspace within 2 miles either side of the 120° True and 300° True radials of the Syracuse omnirange extending to a point 10 miles northwest of the omnirange station.

§ 601.2200 *Allentown, Pa., control zone.* Within a 5-mile radius of Allentown-Bethlehem-Easton Airport and within 2 miles either side of the northeast course of the Allentown radio range extending from the radio range station to a point 10 miles northeast; within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker, and within 2 miles either side of the 347° True radial of the Allentown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2201 *Williamsport, Pa., control zone.* Within a 5-mile radius of the Williamsport Municipal Airport extending 2 miles either side of the west course of the Williamsport radio range to the radio range station.

§ 601.2202 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the North Philadelphia Airport extending 2 miles either side of the northeast course of the Philadelphia radio range to a point 10 miles northeast of the radio range station.

§ 601.2203 *Martinsburg, W. Va., control zone.* Within a 5-mile radius of the Martinsburg Airport extending 2 miles either side of the southwest course of the Martinsburg radio range to a point 10 miles southwest of the radio range station.

§ 601.2204 *Presque Isle, Maine, control zone.* Within a 5-mile radius of the Presque Isle AFB extending 5 miles either side of the south course of the Spragueville radio range to a point 10 miles south of the radio range station.

§ 601.2205 *Chincoteague, Va., control zone.* Within a 5-mile radius of the Naval Air Station extending 2 miles either side of the west course of the Chincoteague radio range to a point 8 miles west of the radio range station excluding that portion which lies within restricted areas.

§ 601.2206 *New York, N. Y., control zone.* Within a 5-mile radius of LaGuardia Field extending 5 miles to either side of the northeast course of the LaGuardia field radio range to the Port Chester fan marker.

§ 601.2207 *White Plains, N. Y., control zone.* Within a 5-mile radius of the Westchester County Airport extending 2 miles either side of the ILS localizer course to the ILS outer marker.

§ 601.2208 *Stockton, Calif., control zone.* Within a 5-mile radius of the Stockton Field Airport extending 2 miles either side of the southeast course of the Stockton radio range to a point 10 miles southeast of the radio range station.

§ 601.2209 *Tucson, Ariz., control zone.* Within a 5-mile radius of the Davis-Monthan AFB extending to and including a 5-mile radius of Tucson Municipal Airport No. 2.

§ 601.2210 *Santa Barbara, Calif., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the Santa Barbara radio range to a point 10 miles west of the radio range station.

§ 601.2211 *Beeville, Tex., control zone.* Within a 5-mile radius of NAAS Chase Field, Beeville, Tex., and within 2 miles either side of a line bearing 139° True from Chase Field extending to a point 8 miles south of Chase Field and within 2 miles either side of a direct line extending from Chase Field to the Normanna nondirectional radio beacon.

§ 601.2212 *Sumter, S. C., control zone.* Within a 5-mile radius of Shaw AFB, Sumter, S. C., extending 2 miles either side of the southwest course of the Shaw AFB radio range to a point 10 miles southwest of the radio range station.

§ 601.2213 *Salina, Kans., control zone.* Within a 5-mile radius of the Smoky Hill AFB and within a 5-mile radius of the Salina Municipal Airport extending 2 miles either side of the 142° True and 322° True radials of the Salina, Kans., omnirange from the Salina Municipal Airport to a point 10 miles northwest of the omnirange station, and extending 2 miles either side of the 10° True and 190° True radials of the Salina, Kans., omnirange from the Smoky Hill AFB to a point 10 miles north-northeast of the omnirange station including that airspace lying in a clockwise direction between the 322° True and 10° True radials of the Salina omnirange within a 10 mile radius of the Salina omnirange station.

§ 601.2214 *Goodland, Kans., control zone.* Within a 5-mile radius of the Goodland, Kans., Municipal Airport and within 2 miles either side of the 22° True radial of the Goodland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2215 *San Juan, P. R., control zone.* Within an 8-statute-mile radius of a point at lat. 18°27′00″ N., long. 66°03′00″ W., within 2 statute miles either side of the west course of the San Juan radio range extending from the radio range station to a point 10 miles west, and within 2 miles either side of a 277° True bearing extending from the San Juan nondirectional beacon to a point 10 miles west.

§ 601.2216 *Seattle, Wash., control zone.* Within a 5-mile radius of the Naval Air Station extending 1½ miles either side of a track 341° True to a point 7 miles northwest of the airport excluding that portion west of a line connecting Latitude 47°44′00″, Longitude 122° 20′10″ and Latitude 47°37′00″, Longitude 122°19′10″.

§ 601.2217 *Aberdeen, S. Dak., control zone.* Within a 5-mile radius of the Aberdeen Municipal Airport (Saunders Field), within 2 miles either side of the south course of the Aberdeen radio range extending from the radio range station to a point 12 miles south, and within 2 miles either side of the 131° True radial of the Aberdeen omnirange extending from the omnirange station to a point 12 miles southeast.

§ 601.2218 *Sioux Falls, S. Dak., control zone.* Within a 5-mile radius of Sioux Falls Municipal Airport (Foss Field), within 2 miles either side of the northwest course of the Sioux Falls radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the 336° True radial of the Sioux Falls omnirange extending from the omnirange station to a point 12 miles northwest, and within 2 miles either side of the northeast (back) course of the Sioux Falls ILS localizer extending from the localizer to a point 16 miles northeast.

§ 601.2219 *Cedar Rapids, Iowa, control zone.* Within a 5-mile radius of the Cedar Rapids Municipal Airport and within 2 miles either side of a line bearing 266° True extending from the airport to a point 10 miles west, and within 2 miles either side of a line bearing 90° True extending from the airport to a point 10 miles east.

§ 601.2220 *Lubbock, Tex., control zone.* Within a 5-mile radius of Lubbock Municipal Airport, within a 5-mile radius of Reese AFB, within 2 miles either side of the east course of the Lubbock radio range extending from Lubbock Municipal Airport to the radio range station and within 2 miles either side of the north course of the radio range extending from the radio range station to the Roundup fan marker, within 2 miles either side of the 302° True and 122° True radials of the Lubbock omnirange extending from the Lubbock airport control zone to a point 10 miles northwest of the omnirange station and within 2 miles either side of a 180° True Track from the Lubbock ILS outer marker compass locator extending from the outer marker compass locator to the airport control zone boundary.

§ 601.2221 *La Crosse, Wis., control zone.* Within a 5-mile radius of the La Crosse Municipal Airport extending 2 miles either side of the northwest course of the La Crosse radio range to a point 10 miles northwest of the radio range station and extending 2 miles either side of the 146° True radial of the La Crosse omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2222 *Austin, Tex., control zone.* Within a 10-mile radius of Robert Mueller Airport including a 5-mile radius of Bergstrom AFB and within 2 miles either side of the 04° True radial of the Austin omnirange extending from the omnirange station to a point 10 miles north and within 2 miles either side of the centerline of the Bergstrom AFB north-south runway extending from the Air Force Base 5-mile radius zone to a point 3 miles south of the Bergstrom nondirectional radio beacon.

§ 601.2223 *Charleston, W. Va., control zone.* Within a 5-mile radius of the Kanawha County Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles northeast of the outer marker, and within 2 miles either side of the east and west courses of the Charleston, W. Va., radio range extending from the localizer course to a point 10 miles west of the radio range station, and within 2 miles either side of the 061° True and 241° True radials of the Charleston omnirange extending from the 5-mile radius zone to a point 10 miles southwest of the omnirange station.

§ 601.2224 *Anderson, S. C., control zone.* Within a 5-mile radius of the Anderson Airport extending 2 miles either side of the southwest course of the Spartanburg, S. C., radio range to a point 10 miles southwest of the Anderson Airport.

§ 601.2225 *Mansfield, Ohio, control zone.* Within a 5-mile radius of the Mansfield Municipal Airport extending 2 miles either side of a track 308° True to a point 10 miles northwest of the airport and extending 2 miles either side of the 130° and 310° True radials of the Mansfield omnirange from the Mansfield Municipal Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2226 *Springfield, Ill., control zone.* Within a 5-mile radius of Capital Airport, Springfield, Ill., within 2 miles either side of the northeast and southwest courses of the Springfield radio range extending from the airport to a point 12 miles southwest of the radio range station, within 2 miles either side of the 40° True radial of the Springfield omnirange extending from the omnirange station to a point 12 miles northeast, and within 2 miles either side of 42° True and 222° True bearings from the ILS outer compass locator extending from the 5-mile radius zone to a point 12 miles southwest of the outer compass locator.

§ 601.2227 *Dover, Del., control zone.* Within a 6-mile radius of Dover Air Force Base, within 2 miles either side of the Dover ILS localizer course extending from the Air Force Base to a point 10 miles south of the ILS outer marker, and within 2 miles either side of the southeast course of the Dover AFB radio range extending from the radio range station to a point 10 miles southeast, excluding the portion which overlaps restricted area (R-12).

§ 601.2228 *Fairbanks, Alaska, control zone.* Within a 5-mile radius of Ladd Air Force Base, within a 5-mile radius of Fairbanks International Airport, and within 5 miles either side of a line bearing 39° True extending from the Fairbanks International Airport to the ILS outer marker.

§ 601.2229 *Fairfield, Calif., control zone.* Within a 5-mile radius of Travis Air Force Base, within 2 miles either side of the southwest course of the Travis AFB radio range extending from the Air Force Base to a point 20 miles southwest of the AFB, and within 3 miles either side of the southwest and northeast courses of the radio range extending from the Air Force Base to a point 15 miles of northeast of the AFB.

§ 601.2230 *Brunswick, Ga., control zone.* Within a 5-mile radius of McKinnon Airport, within 2 miles either side of a line bearing 226° True extending from the Brunswick nondirectional radio beacon to a point 10 miles southwest, and within 2 miles either side of the 23° True and 203° True radials of the Brunswick omnirange extending from the five mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2231 *Vero Beach, Fla., control zone.* Within a 5-mile radius of the Vero Beach Municipal Airport extending 2 miles either side of a track 291° True to a point 10 miles west of the airport.

§ 601.2232 *Norfolk, Va., control zone.* Within a 5-mile radius of the Naval Air Station and within 2½ miles either side of the west course of the Norfolk, Va., Navy radio range extending to a point 2½ miles west of the Eclipse Fan Marker excluding the portion overlapping the Norfolk Municipal Airport control zone.

§ 601.2233 *Quonset Point, R. I., control zone.* Within a 5-mile radius of the Naval Air Station excluding that portion which lies within the Providence, R. I., control zone.

§ 601.2234 *Miami, Fla., control zone.* Within a 5-mile radius of the MCAS, Miami, Fla. centered on Latitude 25°52′45″, Longitude 80°15′00″, excluding that portion which lies within the Miami International Airport control zone.

§ 601.2235 *Truth or Consequences, N. Mex., control zone.* Within a 5-mile radius of the Truth or Consequences Municipal Airport extending 2 miles either side of the 13° True radial of the Truth or Consequences omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2236 *Whidbey Island, Wash., control zone.* Within a 5-mile radius of the Naval Air Station (Ault Field) extending to and including a 5 mile radius of the Whidbey Island Seaplane Base (Oak Harbor), Wash., excluding that portion lying within restricted areas.

§ 601.2237 *Dyersburg, Tenn., control zone.* Within a 5-mile radius of the Dyersburg Municipal Airport and within 2 miles either side of a line bearing 95° True extending from the Dyersburg nondirectional radio beacon to a point 10 miles east of the Dyersburg Municipal Airport and within 2 miles either side of the 78° true radial of the Dyersburg omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2238 *New York, N. Y., control zone.* Within a 5-mile radius of the New York International Airport including a 5-mile radius of the Floyd Bennett NAS, extending 2 miles either side of the southeast course of the Idlewild, N. Y., radio range to its intersection with the southwest course of the Mitchel AFB radio range, extending 2 miles either side of the southwest course of the Idlewild, N. Y., radio range to its intersection with the northeast course of the Philadelphia, Pa., radio range and extending 2 miles either side of a direct line from the Scotland, N. Y., nondirectional radio beacon to the Floyd Bennett NAS.

§ 601.2239 *Cordova, Alaska, control zone.* Within a 5-mile radius of the Cordova (Mile 13) Airport, within 5 miles either side of a line extending from the airport to the Cordova (localizer) radio range station and within 5 miles either side of the southeast and southwest courses of the Cordova (localizer) radio range extending from the radio range station to Amber civil airway No. 1.

§ 601.2240 *Milton, Fla., control zone.* Within a 5-mile radius of North Whiting Naval Air Station extending 2 miles either side of the northwest course of the North Whiting (Navy) radio range to a point 10 miles northwest of the radio range station.

§ 601.2241 *Macon, Ga., control zone.* Within a 5-mile radius of Robbins AFB excluding that portion overlapping the Cochran Field control zone.

§ 601.2242 *Lexington, Ky., control zone.* Within a 5-mile radius of the Blue Grass Airport, Lexington, Ky., within 2 miles either side of a line bearinb 222° True from the Lexington non-directional radio beacon to a point 10 miles southwest of the non-directional beacon and within 2 miles either side of the 303° and 123° True radials of the Lexington omnirange extending from the Blue Grass Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2243 *Hempstead, N. Y., control zone.* Within a 5-mile radius of Mitchel Air Force Base extending 2 miles either side of the southeast course of the Mitchel AFB radio range to the Babylon fan marker.

§ 601.2244 *Quantico, Va., control zone.* Within a 5-mile radius of the Marine Corps Air Station, excluding that portion overlapping restricted areas.

§ 601.2245 *Chanute, Kans., control zone.* Within a 3-mile radius of the Chanute Municipal Airport extending 2 miles either side of the east course of the radio range to a point 10 miles from the radio range station.

§ 601.2246 *Oklahoma City, Okla., control zone.* Within a 5-mile radius of Will Rogers Municipal Airport and within 2 miles either side of the west course of the Oklahoma City radio range extending from the radio range station to the Mustang fan marker; within 2 miles either side of a direct line between the Will Rogers Municipal Airport and Tinker AFB including a 5-mile radius of Tinker AFB and within 2½ miles either side of the south and north courses of the Tinker AFB radio range extending from the Air Force Base to a point 2½ miles north of the Spencer fan marker.

§ 601.2247 *Abilene, Tex., control zone.* Within a 5-mile radius of the New Municipal Airport, within 2 miles either side of the north course of the Abilene radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of a direct line extending from the Abilene radio range station to and including a 3-mile radius of the Abilene Air Force Base, within 2 miles either side of the 292° True radial of the Abilene omnirange station extending from the omnirange station to a point 5 miles west, within 2 miles either side of the 174° True and 354° True radials of the Abilene omnirange extending from the Air Force Base to a point 10 miles north of the omnirange station, and within 2 miles either side of the 112° True radial of the omnirange extending from the omnirange station to the New Municipal Airport 5-mile radius zone.

§ 601.2248 *San Antonio, Tex., control zone.* Within a 5-mile radius of the San Antonio Airport extending 2 miles either side of the north course of the San Antonio radio range to the Cibolo Creek fan marker.

§ 601.2249 *Corpus Christi, Tex., control zone.* Within a 3-mile radius of Cliff Maus Airport, within 2 miles either side of the northwest course of the Corpus Christi radio range extending from the radio range station to the Odem fan marker and within 1 mile either side of a straight line extending from Cliff Maus Airport to Cuddihy Field to include a 2-mile radius of Cuddihy Field and within 2 miles either side of the 178°-358° True radials of the Corpus Christi omnirange extending from the Cliff Maus Airport control zone to a point 10 miles north of the omnirange station.

§ 601.2250 *Tyler, Tex., control zone.* Within a 5-mile radius of Pounds Field extending 2 miles either side of the northwest course of the radio range to a point 5 miles northwest of the radio range station.

§ 601.2251 *Albany, Ga., control zone.* Within a 5-mile radius of the Albany Municipal Airport, within 2 miles either side of the 155° True and 335° True radials of the Albany omnirange extending from the Municipal Airport control zone to a point 10 miles northwest of the omnirange station, within a 5-mile radius of Turner Air Force Base, within 2½ miles either side of a line extending from Turner AFB to the Doles nondirectional beacon, and within 2 miles either side of the east and south courses of the Albany radio range extending from the radio range station to points 10 miles east and south of the radio range station.

§ 601.2252 *El Toro, Calif., control zone.* Within a 5 mile radius of the El Toro Marine Corps Air Station, within a 3 mile radius of Orange County Airport, Santa Ana, Calif., and within 5 miles either side of a line bearing 355° True extending from the El Toro radio range station to Amber civil airway No. 2 and Green civil airway No. 5, and within 5 miles either side of a line bearing 175° True extending from the El Toro radio range station to Amber civil airway No. 1.

§ 601.2253 *Sedalia, Mo., control zone.* Within a 5-mile radius of Whiteman Air Force Base and within 2 miles either side of a line bearing 191° True from the Air Force Base extending to a point 20 miles southwest of the AFB.

§ 601.2254 *Falmouth, Mass., control zone.* Within a 5 mile radius of Otis Air Force Base and within 2 miles either side of a line bearing 39° True extending from the Otis AFB to a point 10 miles northeast of the Air Force Base, excluding the portion which overlaps Camp Edwards restricted area (R-14).

§ 601.2255 *Aguadilla, P. R., control zone.* Within a 10-mile radius of Ramey Air Force Base, Aguadilla, P. R., and within 2½ miles either side of the extended center line of the Ramey AFB east-west runway extending to points 12 miles east and west of the runway ends.

§ 601.2256 *Parkersburg, W. Va., control zone.* Within a 5-mile radius of Wood County Airport and within 2 miles either side of the 29° and 209° True radials of the Parkersburg omnirange extending from the airport to a point 10 miles northeast of the omnirange station.

§ 601.2257 *Rantoul, Ill., control zone.* Within a 5-mile radius of the Chanute AFB, Rantoul, Ill., extending 2 miles either side of the southwest course of the Chanute AFB radio range to a point 10 miles southwest of the radio range station.

§ 601.2258 *Wichita Falls, Tex., control zone.* Within a 5-mile radius of Sheppard AFB, Wichita Falls, Tex., extending 2 miles either side of the southeast course of the Wichita Falls, Tex., radio range to the Jolly fan marker.

§ 601.2259 *Kodiak, Alaska, control zone.* Within a 5-mile radius of the Kodiak Naval Air Base, Kodiak, Alaska, extending 2 miles either side of the southwest course of the Kodiak radio range to the radio range station.

§ 601.2260 *Fort Smith, Ark., control zone.* Within a 5-mile radius of the Fort Smith Municipal Airport extending 2 miles either side of a track 8° True to a point 10 miles north of the airport and within 2 miles either side of the 54° True and 234° True radials of the Fort Smith omnirange extending from the airport to a point 10 miles northeast of the omnirange station, and within 2 miles either side of the 81° True course of the Fort Smith ILS localizer extending from the airport to a point 12 miles east.

§ 601.2261 *Yakataga, Alaska, control zone.* Within a 5-mile radius of the Yakataga Airport, within 5 miles either side of the southeast and southwest courses of the Yakataga radio range extending from the radio range station to Amber civil airway No. 1.

§ 601.2262 *Honolulu, T. H., control zone.* Within a 5-mile radius of the Honolulu International Airport extending 2 miles either side of the southwest course of the Honolulu radio range to a point 10 miles southwest of the radio range station.

§ 601.2263 *Lafayette, La., control zone.* Within a 5-mile radius of Lafayette Airport, within 2 miles either side of the 172° True radial of the Lafayette omnirange extending from the omnirange station to a point 10 miles south, and within 2 miles either side of a line bearing 187° True from the Lafayette non-directional radio beacon extending from the non-directional radio beacon to a point 10 miles south.

§ 601.2264 *Spokane, Wash., control zone.* Within a 5-mile radius of Geiger Field and within a 3-mile radius of Fairchild AFB including the airspace within 2 miles either side of the southwest course of the Geiger Field ILS localizer extending from Geiger Field to a point 10 miles southwest of the ILS outer marker.

§ 601.2265 *Wright-Patterson AFB, Ohio, control zone.* Within a 5-mile radius of Patterson Field including a 5-mile radius of Wright Field, within 2 miles either side of the south course of the Wright-Patterson AFB radio range extending from the radio range station to the Fairfield Fan Marker and within 2 miles either side of a 31° True bearing extending from the Wright-Patterson AFB radio range to a point 10 miles northeast of Patterson Field.

§ 601.2266 *Springfield, Ohio, control zone.* Within a 5-mile radius of the Springfield Municipal Airport extending 2 miles either side of a 51° True track from the end of the northeast-southwest runway to a point 10 miles northeast of the Springfield Airport.

§ 601.2267 *Baltimore, Md., control zone.* Within a 5-mile radius of the Baltimore, Md., Friendship International Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles west of the outer marker.

§ 601.2268 *Ottumwa, Iowa, control zone.* Within a 5-mile radius of Ottumwa Municipal Airport and within 2 miles either side of the 311° and 131° True radials of the Ottumwa omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2269 *Fort Dix, N. J., control zone.* Within a 7-mile radius of the McGuire Air Force Base extending 5 miles either side of the southwest course of the McGuire AFB radio range to a point 10 miles southwest of the radio range station, excluding that portion which lies over Red civil airway No. 3, the Fort Dix, N. J., restricted area, and the Lakehurst, N. J., caution area.

§ 601.2270 *Enid, Okla., control zone.* Within a 5-mile radius of Vance AFB, Enid, Okla., within 2 miles either side of a line bearing 44° True extending from the Vance AFB nondirectional radio beacon to a point 10 miles northeast, and within 2 miles either side of a line extending from the Vance AFB through the Vance AFB omnirange station to a point 10 miles northwest of the Vance AFB omnirange station.

§ 601.2271 *Saginaw, Mich., control zone.* Within a 5-mile radius of the Tri City Airport, Saginaw, Mich., extending 2 miles either side of a track 347° True from the Saginaw non-directional radio beacon to a point 10 miles north of the non-directional radio beacon.

§ 601.2272 *Wake Island control zone.* Within a 5-mile radius of Wake Island Airport (Lat. 19°16′53″, Long. 166°38′40″), within 2 miles either side of a line bearing 102° True extending from the Wake HHW Type non-directional radio beacon (Lat. 19°18′18″, Long. 166°38′22″), to a point 10 miles east, and within 2 miles either side of a line bearing 282° True extending from the Wake MHW Type non-directional radio beacon (Lat. 19°17′05″, Long. 166°37′26″) to a point 10 miles west.

§ 601.2273 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of Greater Cincinnati Airport, Covington, Ky., extending 2 miles either side of the front course of the Cincinnati ILS localizer to its intersection with the southwest course of the Cincinnati radio range, extending 2 miles either side of the back course of the Cincinnati ILS localizer to its intersection with the northwest course of the Cincinnati radio range, and extending 2 miles either side of the 223° True radial of the Cincinnati omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2274 *Craig AFB, Selma, Ala., control zone.* Within a 5-mile radius of the Craig Air Force Base extending 2 miles either side of the southeast course of the Craig AFB radio range to a point 10 miles southeast of the radio range station.

§ 601.2275 *Pensacola, Fla., control zone.* Within a 5 mile radius of the NAAS Saufley Field, Pensacola, Fla., excluding the portion which overlaps Pensacola Municipal Airport control zone (§ 601.2163).

§ 601.2276 *Westover, Mass., control zone.* Within a 5-mile radius of Westover AFB extending 2 miles either side of the northeast course of the Westover AFB (Chicopee) radio range to a point 10 miles northeast of the Quabbin fan marker, excluding that portion which overlaps the Barnes Airport, Westfield, Mass., control zone, and excluding the airspace within ½ mile radius of the Springfield, Mass., Municipal Airport.

§ 601.2277 *Carlsbad, N. Mex., control zone.* Within a 5-mile radius of Carlsbad Airport and within 2 miles either side of the 345° and 165° True radials of the Carlsbad omnirange extending from the airport control zone to a point 3 miles southeast of the omnirange station.

§ 601.2278 *New Bedford, Mass., control zone.* Within a 5-mile radius of the New Bedford Municipal Airport extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the localizer.

§ 601.2279 *Anchorage, Alaska, control zone.* That airspace within a 5-mile radius of Elmendorf Air Force Base, within 5 miles either side of a direct line from the Elmendorf AFB to and including a 5-mile radius of Anchorage International Airport, and within 2 miles either side of the ILS localizer course extending from the Anchorage International Airport to a point 10 miles beyond the outer marker, excluding the portion which overlaps restricted area (R-348).

§ 601.2280 *Hobbs, N. Mex., control zone.* Within a 15-mile radius of Lea County Airport, Hobbs, N. Mex., within 2 miles either side of the north course of the Hobbs radio range extending to a point 10 miles north of the radio range station and within 2 miles either side of the 45° True radial of the Hobbs omnirange extending to a point 10 miles northeast of the omnirange station.

§ 601.2281 *Tacoma, Wash., control zone.* Within a 5-mile radius of McChord Air Force Base and within 2 miles either side of the north course of the McChord radio range extending from the Air Force Base to the radio range station, excluding the portions from the surface upwards which are in conflict with and overlap restricted areas R-503 and R-504.

§ 601.2282 *Mt. Clemens, Mich., control zone.* Within a 7-mile radius of Selfridge AFB extending 2 miles either side of the north course of the Selfridge AFB radio range to a point 10 miles north of the radio range station.

§ 601.2283 *Atlanta, Ga., control zone.* Within a 5-mile radius of Dobbins AFB extending 2 miles either side of the west course of the Atlanta NAS radio range from the Dobbins AFB control zone to the Atlanta NAS control zone.

§ 601.2284 *Traverse City, Mich., control zone.* Within a 5-mile radius of Traverse City Airport extending 2 miles either side of the southeast course of the Traverse City radio range to a point 10 miles southeast of the radio range station.

§ 601.2285 *Victorville, Calif., control zone.* Within a 5-mile radius of George AFB, Victorville, Calif., extending 2 miles either side of a track bearing 360° True from the George AFB to a point 15 miles north.

§ 601.2286 *Columbus, Ga., control zone.* Within a 5-mile radius of Muscogee County Airport including the airspace within 2 miles either side of the northeast course of the Columbus radio range extending southward to include a 5-mile radius of the Lawson Army Airfield, within 2 miles either side of the southwest course of the Columbus radio range extending from the radio range station to a point 10 miles southwest, and within 2 miles either side of the 150° and 330° True radials of the Columbus omnirange extending from the Muscogee County Airport to a point 3 miles northwest of the omnirange station. The portions of this control zone which overlap restricted area R-129 are excluded.

§ 601.2287 *San Antonio, Tex., control zone.* Within a 5-mile radius of Randolph Air Force Base and within 5 miles either side of a line extending from the Air Force Base to the La Vernia nondirectional radio beacon.

§ 601.2288 *Longview, Tex., control zone.* Within a 5-mile radius of Gregg County Airport, within 2 miles either side of a line bearing 188° True from the airport extending from the airport to a point 10 miles south, and within 2 miles either side of the 313° True radial of the Gregg County, Tex., omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2289 *Houghton, Mich., control zone.* Within a 5-mile radius of the Houghton County Airport extending 2 miles either side of the north course of the Houghton radio range to a point 10 miles north of the radio range station.

§ 601.2290 *Grand Marais, Mich., control zone.* Within a 5-mile radius of Grand Marais Airport extending 2 miles either side of the west course of the Grand Marais radio range to a point 10 miles west of the radio range station.

§ 601.2291 *Sault Ste. Marie, Mich., control zone.* Within a 10-mile radius of Kinross Airport, Sault Ste. Marie, Mich., extending 5 miles either side of the ILS localizer course to a point 10 miles northwest of the ILS outer marker compass locator, excluding that portion which lies outside the continental United States.

§ 601.2292 *Oceana, Va., control zone.* Within a 5-mile radius of the Oceana Virginia Naval Auxiliary Air Station excluding the portion overlapping restricted areas.

§ 601.2293 *Chicago, Ill., control zone.* Within a 5-mile radius of the Chicago O'Hare International Airport extending 2 miles either side of the O'Hare ILS localizer course to a point 10 miles northwest of the O'Hare outer marker.

§ 601.2294 *Nantucket, Mass., control zone.* Within a 5-mile radius of Nantucket Memorial Airport and within 2 miles either side of the 45° True radial of the Nantucket omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2295 *Andrews, Md., control zone.* Within a 5-mile radius of the Andrews, Md., Air Force Base extending 2½ miles either side of the north course of the Andrews AFB radio range to the Andrews AFB radio range station excluding that portion which overlaps the Washington National Airport control zone.

§ 601.2296 *Valparaiso, Fla., control zone.* Within a 5-mile radius of Elgin AFB, Valparaiso, Fla., extending 2 miles either side of the north course of the Elgin AFB radio range to the southern boundary of Red civil airway No. 30.

§ 601.2297 *Jackson, Mich., control zone.* Within a 5-mile radius of Reynolds Airport, Jackson, Mich., extending 2 miles either side of a line bearing 313° True from the Jackson, Mich., non-directional radio beacon to a point 10 miles northwest.

§ 601.2298 *Omaha, Nebr., control zone.* Within a 5-mile radius of Offutt AFB and within 2 miles either side of a direct line from the center of Offutt AFB to the Weeping Water, Nebr., nondirectional radio beacon extending from the Offutt AFB to a point 10 miles southwest of Offutt AFB.

§ 601.2299 *Limestone, Maine, control zone.* That airspace over United States territory within a 6-mile radius of Loring Air Force Base, Limestone, Maine, within 2 miles either side of a direct line extending between the Loring Air Force Base, and the Loring AFB omnirange station, and within 2 miles either side of a direct line extending between the Loring AFB nondirectional radio beacon and the Presque Isle, Maine, radio range station excluding the portion which overlaps the Presque Isle control zone.

§ 601.2300 *Upolu Point, Hawaii, T. H., control zone.* Within a 5-mile radius of the Upolu Point Airport and within 2 miles either side of the 261° True radial of the Upolu Point omnirange extending from the omnirange station to a point 10 miles west.

§ 601.2301 *Waco, Tex., control zone.* Within a 5-mile radius of the Waco Municipal Airport and within a 5-mile radius of the Connally AFB, Waco, Tex.

§ 601.2302 *Willow Grove, Pa., control zone.* Within a 5-mile radius of a point located at lat. 40°11′40″, long. 75°06′25″ and within 2 miles either side of the northeast and northwest courses of the Willow Grove (Navy) radio range extending from the radio range station to points 10 miles northeast and northwest.

§ 601.2303 *Great Falls, Mont., control zone.* Within a 5-mile radius of Great Falls Municipal Airport, within a 5-mile radius of Great Falls Air Force Base, and within 2 miles either side of direct lines extending from the Great Falls ILS outer marker to the Great Falls Municipal Airport and to the Great Falls Air Force Base.

§ 601.2304 *Binghamton, N. Y., control zone.* Within a 5-mile radius of Broome County Airport, within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker compass locator, and within 2 miles either side of the 66° True and 246° True radials of the Binghamton omnirange extending from the airport to a point 5 miles southwest of the omnirange station.

§ 601.2305 *Lawton, Okla., control zone.* Within a 3-mile radius of Lawton Municipal Airport and within 2 miles either side of the 357° True and 177° True radials of the Lawton omnirange extending from the Lawton Municipal Airport to a point 10 miles south of the omnirange station.

§ 601.2306 *Paducah, Ky., control zone.* Within a 5-mile radius of the Paducah Municipal Airport (Barkley Field) and within 2 miles either side of a line bearing 220° True, from the non-directional radio beacon extending from the Paducah Municipal Airport to a point 10 miles southwest.

§ 601.2307 *Brunswick, Maine, control zone.* Within a 5-mile radius of the Brunswick, Maine, Naval Air Station, excluding the portion which overlaps Amber civil airway No. 7, and within 2 miles either side of a line bearing 173° True from the Brunswick NAS non-directional radio beacon extending to a point 10 miles south of the non-directional radio beacon.

§ 601.2308 *Valdosta, Ga., control zone.* All that area within a 10-mile radius of Moody AFB, Valdosta, Ga.

§ 601.2309 *Valdosta, Ga., control zone.* All that area within a 5-mile radius of the Valdosta Municipal Airport, excluding that portion which overlaps the Moody AFB control zone, and within 2 miles either side of the 4° True and 184° True radials of the Valdosta omnirange extending from the 5-mile radius control zone to a point 10 miles southwest of the omnirange station.

§ 601.2310 *Oscoda, Mich., control zone.* Within a 10-mile radius of the Wurtsmith AFB extending 5 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker compass locator, excluding the portion which overlaps restricted areas.

§ 601.2311 *San Antonio, Tex., control zone.* Within a 5-mile radius of Kelly AFB and within 5 miles either side of a direct line from the Kelly AFB through the Leon nondirectional radio beacon extending from the AFB to a point 2½ miles northwest of the Leon nondirectional radio beacon.

§ 601.2312 *Columbus, Ind., control zone.* Within a 5-mile radius of Atterbury AFB and within 2 miles either side of a line bearing 44° True from the Atterbury AFB to a point 10 miles northeast excluding the portion which overlaps restricted areas.

§ 601.2313 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of Greater Pittsburgh Airport, and within 2 miles either side of bearings of 90° True and 270° True from the Greater Pittsburgh Airport extending through the River nondirectional radio beacon to a point 10 miles east of the radio beacon and through the Clinton nondirectional radio beacon to a point 10 miles west of the radio beacon.

§ 601.2314 *Bryan, Tex., control zone.* Within a 5-mile radius of Bryan AFB including a 3-mile radius of Easterwood Airport, College Station, Tex., within 2 miles either side of the northwest course of the Bryan radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 107°–287° True radials of the College Station omnirange extending from the Easterwood Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2315 *San Bernardino, Calif., control zone.* Within a 5-mile radius of Norton Air Force Base and within 2¼ miles either side of a line bearing 248° True extending from the Norton AFB to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2316 *Marianna, Fla., control zone.* Within a 5-mile radius of the Marianna Airport and within 2 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2317 *Tuscaloosa, Ala., control zone.* Within a 5-mile radius of the Van De Graaff Airport and within 2 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2318 *Myrtle Beach, S. C., control zone.* Within a 5-mile radius of the Myrtle Beach Municipal Airport and within 2 miles either side of the 47° True radial of the Myrtle Beach omnirange extending from the omnirange station to a point 10 miles northeast, and within 2 miles either side of a line bearing 198° True extending from the Myrtle Beach nondirectional radio beacon to a point 10 miles southwest and within 2 miles either side of a line bearing 331° True extending from the Myrtle Beach AFB to a point 9 miles northwest.

§ 601.2319 *Malden, Mo., control zone.* Within a 5-mile radius of the Malden Airport and within 2 miles either side of the 300° and 120° True radials of the Malden omnirange extending from the airport to a point 10 miles southeast of the omnirange station.

§ 601.2320 *Midland, Tex., control zone.* Within a 5-mile radius of Midland Air Terminal, within 2 miles on the southeast side and 4 miles on the northwest side of the southwest course of the Midland ILS localizer extending from the localizer to a point 15 miles southwest, and within 2 miles either side of the 011.5° True radial of the Midland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2321 *Oxnard, Calif., control zone.* Within a 5-mile radius of Oxnard AFB and within 2 miles on the north side and 5 miles on the south side of a line bearing 271° True from the center of Oxnard AFB extending from the 5-mile radius control zone to the southwestern boundary of Amber civil airway No. 8.

§ 601.2322 *Fort Worth, Tex., control zone.* Within a 5-mile radius of Amon Carter Field, Fort Worth, Tex., within 2 miles either side of the Amon Carter ILS localizer northwest course extending from the localizer to the Amon Carter ILS outer marker, within 2 miles either side of a 180°–360° True track through the Grand Prairie, Tex., nondirectional radio beacon (located at Lat. 32°44′05″, Long. 97°02′45″) extending from Amon Carter Field to a point 5 miles south of the Grand Prairie nondirectional radio beacon, within 3 miles either side of a direct line from the center of Amon Carter Field to the center of Love Field, Dallas, Tex., extending from Amon Carter Field to the boundary of the Dallas control zone, and within 3 miles either side of a direct line from the center of Amon Carter Field to the center of Meacham Field, Fort Worth, Tex., extending from Amon Carter Field to the boundary of the Meacham Field control zone.

§ 601.2323 *Grand Prairie, Tex., control zone.* All that airspace surrounding Hensley Field, Grand Prairie, Tex., bounded on the west, north and east by the boundaries of the Amon Carter Field, Fort Worth, Tex., control zone and Dallas, Tex., control zone, and on the south by a line extending from the southeastern corner of the Amon Carter Field control zone to the southwestern corner of the Dallas control zone.

§ 601.2324 *New Bern, N. C., control zone.* Within a 6-mile radius of Simmons-Nott Airport and within 2 miles either side of a line bearing 265° True extending from the New Bern nondirectional radio beacon to a point 10 miles west of the radio beacon, excluding the portion which overlaps Cherry Point restricted area (R–123), and excluding the airspace above 5,500 feet above mean sea level daily from sunset to sunrise.

§ 601.2325 *Hyannis, Mass., control zone.* Within a 3-mile radius of Barnstable Airport, Hyannis, Mass., and within 2 miles either side of a line bearing 48° True extending from the airport to a point 10 miles northeast, excluding the portion which lies beyond the shoreline.

§ 601.2326 *Martha's Vineyard, Mass., control zone.* Within a 3-mile radius of Martha's Vineyard Airport and within 2 miles either side of a line bearing 180° True from the Martha's Vineyard Airport extending from the airport to a point 10 miles south.

§ 601.2327 *Baton Rouge, La., control zone.* Within a 5-mile radius of Ryan Airport, within a 3-mile radius of Downtown Airport, within 2 miles either side of the northwest course of the Baton Rouge radio range extending from the radio range station to a point 10 miles northwest, within 2 miles either side of a 314°–134° True track through the Baton Rouge ILS outer marker compass locator extending from the Ryan Airport control zone to a point 10 miles northwest of the outer marker compass locator, and within 2 miles either side of the 72°–252° True radials of the Baton Rouge omnirange extending from the Ryan Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2328 *Manchester, N. H., control zone.* Within a 5-mile radius of Grenier Air Force Base and within 2 miles either side of lines bearing 337° True and 157° True from the Manchester nondirectional radio beacon extending from the 5-mile radius zone to a point 10 miles southeast of the nondirectional radio beacon.

§ 601.2329 *Gage, Okla., control zone.* Within a 5-mile radius of Gage Airport and within 2 miles either side of the 299°–119° True radials of the Gage omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2330 *Alexandria, La., control zone.* Within a 5-mile radius of Alexandria AFB, within 2 miles either side of the northwest and southeast courses of the Alexandria radio range extending from the AFB control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 156°–336° True radials of the Alexandria omnirange extending from the AFB control zone to a point 10 miles southeast of the omnirange station.

§ 601.2331 *Lake Charles, La., control zone.* Within a 5-mile radius of the Lake Charles Air Force Base; within 2 miles either side of the south course of the Lake Charles radio range extending from the radio range station to a point 10 miles south; within 2 miles either side of the 334° True and 154° True radials of the Lake Charles omnirange extending from the Air Force Base control zone to a point 10 miles southeast of the omnirange station, and within 2 miles either side of a direct line extending from the Air Force Base through the Lake Charles AFB nondirectional radio beacon to a point 10 miles northwest of the nondirectional radio beacon.

§ 601.2332 *Beaumont, Tex., control zone.* Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex., within 2 miles either side of the north course of the Beaumont radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of the 248°–68° True radials of the Beaumont omnirange extending from the airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2333 *Palacios, Tex., control zone.* Within a 3-mile radius of Palacios Airport and within 2 miles either side of the 305°–125° True radials of the Palacios omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2334 *Alice, Tex., control zone.* Within a 5-mile radius of Alice Airport and within 2 miles either side of the west course of the Alice radio range extending from the radio range station to a point 10 miles west.

§ 601.2335 *Eau Claire, Wis., control zone.* Within a 5-mile radius of the Eau Claire, Wis., Airport and within 2 miles either side of the 04° True radial of the Eau Claire omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2336 *Green Bay, Wis., control zone.* Within a 5-mile radius of the Austin-Straubel Airport, Green Bay, Wis., and within 2 miles either side of the 322° True radial of the Green Bay omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2337 *Wausau, Wis., control zone.* Within a 5-mile radius of Alexander Airport, Wausau, Wis., and within 2 miles either side of the 166°–346° True radials of the Wausau omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2338 *Phoenix, Ariz., control zone.* Within a 5-mile radius of Sky Harbor Municipal Airport, Phoenix, Ariz., and within 2 miles either side of the east course of the Phoenix radio range extending from the radio range station to a point 10 miles east.

§ 601.2339 *Douglas, Ariz., control zone.* Within a 5-mile radius of the Douglas-Bisbee International Airport and within 2 miles either side of the 311° True radial of the Douglas omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2340 *Sanford, Fla., control zone.* Within a 5-mile radius of the Naval Auxiliary Air Station, Sanford, Fla., within 2 miles either side of a 270° True bearing extending from the Sanford Navy nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a 190° True bearing extending from the Sanford Navy nondirectional radio beacon to the Orlando, Fla., control zone.

§ 601.2341 *Utica, N. Y., control zone.* Within a 5-mile radius of Oneida County Airport and within 2 miles either side of the ILS localizer course extending from the airport to the Utica nondirectional radio beacon, excluding the portion which overlaps the Griffis AFB control zone.

§ 601.2342 *Ardmore, Okla., control zone.* Within a 5-mile radius of Ardmore Air Force Base, within 2 miles either side of the 54° True radial of the Ardmore omnirange extending from the omnirange station to the Ardmore AFB control zone, and within 2 miles either side of a direct line extending from the Ardmore AFB to the Mannsville, Okla., nondirectional radio beacon.

§ 601.2343 *Pine Bluff, Ark., control zone.* Within a 3-mile radius of Grider Field, within 2 miles either side of a line bearing 177° True extending from the Pine Bluff nondirectional radio beacon to a point 5 miles south, and within 2 miles either side of the 186° True and 006° True radials of the Pine Bluff omnirange extending from Grider Field to a point 5 miles north of the omnirange station.

§ 601.2344 *Gulfport, Miss., control zone.* The airspace within a 3-mile radius of the Gulfport Municipal Airport and within 3 miles either side of a direct line extending from the Gulfport Municipal Airport to the Keesler Air Force Base, Biloxi, Miss., excluding the portion which overlaps the Biloxi control zone, shall be designated a control zone during the period beginning at 0001 c. s. t. June 1 to 2400 c. s. t., September 15, 1955, and annually thereafter.

§ 601.2345 *Calverton, N. Y., control zone.* Within a 5-mile radius of Grumman-Peconic River Airport and within 2 miles either side of a line bearing 46° True from the airport to a point 10 miles northeast of the Riverhead omnirange station excluding the airspace which overlaps the Suffolk County AFB control zone, Westhampton Beach, Long Island, N. Y.

§ 601.2346 *Guam Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Anderson Air Force Base, centered at Lat. 13°35′00″ N., Long. 144°55′00″ E.

§ 601.2347 *Guam Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Agana Naval Air Station, centered at Lat. 13°29′00″ N., Long. 144°47′00″ E.

§ 601.2348 *Midway Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Midway Naval Station, centered at Lat. 28°12′00″ N., Long. 177°22′00″ W.

§ 601.2349 *Kwajalein Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Kwajalein Naval Station, centered at Lat. 8°45′00″ N., Long. 167°45′00″ E.

§ 601.2350 *Childress, Tex., control zone.* Within a 3-mile radius of Childress Airport and within 2 miles either side of the 02° and 182° True radials of the Childress omnirange extending from the 3-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2351 *Cotulla, Tex., control zone.* Within a 3-mile radius of Cotulla Airport, within 2 miles either side of a line bearing 320° True extending from the Cotulla nondirectional radio beacon to a point 10 miles northwest, and within 2 miles either side of the 265° True and 85° True radials of the Cotulla omnirange extending from the 3-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2352 *Dalhart, Tex., control zone.* Within a 3-mile radius of Dalhart Municipal Airport, within 2 miles either side of a line bearing 132° True extending from the Dalhart nondirectional radio beacon to a point 10 miles southeast and within 2 miles either side of the 184° and 04° True radials of the Dalhart omnirange extending from the airport to a point 10 miles north of the omnirange station.

§ 601.2353 *Lufkin, Tex., control zone.* Within a 3-mile radius of Angelina Airport, Lufkin, Tex., within 2 miles either side of a line bearing 157° True extending from the airport to a point 14 miles southeast, and within 2 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.2354 *Texarkana, Ark., control zone.* Within a 5-mile radius of the Texarkana Municipal Airport, within 2 miles either side of the 332° True radial of the Texarkana omnirange extending from the omnirange station to a point 10 miles northwest and within 2 miles either side of the north course of the Texarkana radio range extending from the radio range station to a point 10 miles north.

§ 601.2355 *Walnut Ridge, Ark., control zone.* Within a 3-mile radius of Walnut Ridge Airport and within 2 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2356 *Hobart, Okla, control zone.* Within a 3-mile radius of Hobart Airport and within 2 miles either side of a line bearing 183° True extending from the airport to a point 12 miles south.

§ 601.2357 *Brunswick, Ga., control zone.* Within a 5-mile radius of NAAS Glynco, Brunswick, Ga., and within 2 miles either side of the northeast course of the Glynco (Navy) radio range extending from the radio range station to a point 10 miles northeast excluding the portion which overlaps the McKinnon Airport control zone, Brunswick, Ga.

§ 601.2358 *Clovis, N. Mex., control zone.* Within a 5-mile radius of the Clovis Air Force Base and within 2 miles either side of a line bearing 222° True extending from the Air Force Base to a point 7½ miles southwest of the Air Force Base.

§ 601.2359 *Victoria, Tex., control zone.* Within a 5-mile radius of Foster Air Force Base, Victoria, Tex., within 1 mile either side of a direct line extending from Foster AFB to and including a 5-mile radius of Victoria County Airport and within 2 miles either side of a line extending from Foster AFB through the Foster AFB nondirectional radio beacon to a point 2 miles northwest of the nondirectional radio beacon.

§ 601.2360 *South Weymouth, Mass., control zone.* Within a 4-mile radius of the South Weymouth Naval Air Station and within 1½ miles east of and 2½ miles west of and parallel to a line bearing 155° True extending from the Naval Air Station to a point 10 miles southeast of the South Weymouth nondirectional radio beacon.

§ 601.2361 *Grosse Ile, Mich., control zone.* That airspace over United States territory within a 3-mile radius of the Grosse Ile Naval Air Station and within 2 miles either side of lines bearing 209° True and 29° True from the Grosse Ile nondirectional radio beacon extending from a point 10 miles southwest of the nondirectional radio beacon to the three-mile radius zone.

§ 601.2362 *Merced, Calif., control zone.* Within a 5-mile radius of Castle Air Force Base, Merced, Calif., including the airspace within that portion of a circle of a 16-mile radius centered on Castle AFB bounded on the northeast by a line 2 miles northeast of and parallel to a line drawn from the AFB through the Castle AFB omnirange station and bounded on the west by a line 2 miles west of and parallel to a line drawn from the AFB through the Bear Creek nondirectional radio beacon.

§ 601.2363 *Elizabeth City, N. C., control zone.* Within a 3-mile radius of CGAS Elizabeth City, N. C., and within 2 miles either side of the southeast course of the Weeksville, N. C., Navy radio range extending to a point 8 miles southeast of the radio range station.

§ 601.2364 *Hopkinsville, Ky., control zone.* Within a 5-mile radius of Campbell AFB, Hopkinsville, Ky., within 2 miles either side of the 224° True and 44° True radials of the Campbell AFB omnirange extending from the five-mile radius zone to a point 10 miles northeast of the omnirange station, and within 2 miles either side of a 224° True bearing extending from the five-mile radius zone through the Campbell AFB nondirectional radio beacon to a point 10 miles southwest of the nondirectional radio beacon, excluding the portions which overlap Campbell restricted area R-63.

§ 601.2365 *Salem, Oreg., control zone.* Within a 3-mile radius of McNary Airport and within 2 miles either side of a line bearing 150° True extending from the airport to a point 5 miles southeast.

§ 601.2366 *Riverside, Calif., control zone.* Within a 5-mile radius of March AFB and within 2 miles either side of a line extending from March AFB through the Riverside omnirange station to a point 5 miles southeast of the omnirange station.

§ 601.2367 *Fort Bragg, N. C., control zone.* Within a 5-mile radius of Pope AFB and within 2 miles either side of a line bearing 49° True extending from the Air Force Base to a point 7 miles northeast, excluding the portion which overlaps the Fort Bragg restricted area R-115.

§ 601.2368 *Sault Ste. Marie, Mich., control zone.* That airspace over United States territory within a 5-mile radius of the Sault Ste. Marie Municipal Airport and within 2 miles either side of the southeast course of the Sault Ste. Marie radio range extending from the radio range station to a point 12 miles southeast.

§ 601.2369 *Sacramento, Calif., control zone.* Within a 5-mile radius of Mather Air Force Base, Sacramento, Calif., and within 2 miles either side of a line extending from the Mather AFB to the Mather nondirectional radio beacon.

§ 601.2371 *Plattsburg, N. Y., control zone.* Within a 5-mile radius of Plattsburg Air Force Base, within 2 miles either side of a line bearing 335° True extending from the Air Force Base to a point 14 miles northwest, and within 2 miles either side of the 195° and 15° True radials of the Plattsburg omnirange extending from the Plattsburg AFB to a point 5 miles northeast of the omnirange station excluding the portion which overlaps the Burlington, Vt., control zone.

§ 601.2372 *Asheville, N. C., control zone.* Within a 5-mile radius of the Asheville-Hendersonville Airport and within 2 miles either side of the 279° True radial of the Asheville omnirange extending from the omnirange station to the airport 5-mile radius zone.

§ 601.2373 *Atlanta, Ga., control zone.* Within a 5-mile radius of the Naval Air Station, Atlanta, Ga., and within 2 miles either side of the 243° True radial of the Norcross, Ga., omnirange extending from the NAS five mile radius zone to the Norcross omnirange station.

§ 601.2374 *Billings, Mont., control zone.* Within a 5-mile radius of the Billings Municipal Airport and within 2 miles either side of a line bearing 293° True extending from the airport to a point 9.6 miles northwest.

§ 601.2375 *Islip, N. Y., control zone.* Within a 5-mile radius of MacArthur Airport and within 2 miles either side of the Islip ILS localizer course extending from the localizer to a point 3 miles southwest of the outer marker.

§ 601.2376 *Little Rock, Ark., control zone.* Within a 5-mile radius of the Little Rock Air Force Base and within 2 miles either side of the centerline of the Little Rock AFB northeast-southwest runway to a point 19 miles northeast of the runway end.

§ 601.2377 *Shreveport, La., control zone.* Within a 5-mile radius of Greater Shreveport Municipal Airport and within 2 miles either side of the Greater Shreveport Airport ILS localizer southeast (back) course extending from the airport to a point 15 miles southeast of the ILS localizer.

§ 601.2378 *Peru, Ind., control zone.* Within a 5-mile radius of Bunker Hill Air Force Base, and within 2 miles either side of the extended centerline of the Bunker Hill AFB northeast-southwest runway extending to a point 9 miles southwest of the end of the runway.

§ 601.2379 *Beaufort, S. C., control zone.* Within a 5-mile radius of the MCAAS Beaufort, S. C., within 2 miles either side of a line bearing 43° True extending from the airport to a point 16 miles northeast and within 2 miles either side of a line bearing 137° True extending from the airport southeastward to warning area W–132.

§ 601.2380 *Altus, Okla., control zone.* Within a 5-mile radius of Altus Air Force Base and within 2 miles either side of lines bearing 180° and 360° True extending from the Air Force Base to points 10 miles north and south.

§ 601.2381 *Homestead, Fla., control zone.* Within a 5-mile radius of the Homestead Air Force Base and within 2 miles either side of the centerline of the northeast-southwest runway extending from the runway end to a point 10 miles southwest of the Homestead AFB nondirectional radio beacon.

§ 601.2382 *Huntsville, Ala., control zone.* Within a 6-mile radius of the Huntsville Municipal Airport excluding the portion which overlaps the Redstone Arsenal restricted area (R–112).

§ 601.2383 *Memphis, Tenn., control zone.* Within a 5-mile radius of the Memphis Naval Air Station and within 2 miles either side of the southwest and northeast courses of the Memphis NAS radio range extending from the 5-mile radius control zone to the Gainsville nondirectional radio beacon.

§ 601.2384 *Blytheville, Ark., control zone.* Within a 5-mile radius of the Blytheville Air Force Base and within 2 miles either side of a line extending from the Air Force Base to a point 2 miles north of the Blytheville nondirectional radio beacon.

§ 601.2385 *Mojave, Calif., control zone.* Within a 5-mile radius of MCAAS, Mojave, Calif., excluding the airspace above 20,000 feet above mean sea level and excluding the airspace which overlaps restricted areas (R–279) and (R–306).

§ 601.2386 *Mountain Home, Idaho, control zone.* Within a 5-mile radius of the Mountain Home Air Force Base and within 2 miles either side of lines bearing 136° True and 316° True extending from the Air Force Base to points 8 miles northwest and southeast.

§ 601.2387 *San Antonio, Tex., control zone.* That airspace lying 1 mile west of and 3 miles east of and parallel to lines bearing 001° True and 181° True from a point centered on Brooks Air Force Base north-south runway at latitude 29°20′30″, longitude 98°26′00″, extending from this point to points 4½ miles north and south.

§ 601.2388 *Miramar, Calif., control zone.* Within a 5-mile radius of the Naval Air Station, Miramar, Calif., excluding the portion which overlaps the San Diego, Calif., control zone.

§ 601.2389 *Portsmouth, N. H., control zone.* Within a 5-mile radius of the Portsmouth Air Force Base and within 2 miles either side of a line bearing 144° True from the Air Force Base extending to a point 10 miles southeast of the ILS outer marker.

§ 601.2390 *North, S. C., control zone.* Within an 8-mile radius of North AF (AUX) Field, North, S. C., and within 2 miles either side of a line bearing 233° True extending from the airfield to a point 10 miles southwest.

§ 601.2391 *Kaneohe, Oahu, T. H., control zone.* That airspace from the surface to 5,000 feet within a radius of 3 miles centered on the Marine Corps Air Station, Kaneohe Bay, (latitude 21°27′30″ N., longitude 157°46′30″ W.), and within 2 miles either side of a line bearing 11° True extending from the MCAS to a point 16 miles north.

§ 601.2392 *Elmira, N. Y., control zone.* Within a 5-mile radius of Chemung County Airport, within 2 miles either side of the 55° True and 235° True radials of the Elmira omnirange extending from the five mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the southwest course of the Elmira radio range extending from the radio range station to a point 10 miles southwest.

§ 601.2393 *Watertown, N. Y., control zone.* Within a 5-mile radius of Watertown Airport and within 2 miles either side of the 215° True radial of the Watertown omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2394 *Niagara Falls, N. Y., control zone.* Within a 5-mile radius of the Niagara Falls Municipal Airport and within 2 miles either side of the ILS localizer east course extending from the localizer to a point 10 miles east of the outer marker.

§ 601.2396 *Everett, Wash., control zone.* Within a 5-mile radius of Paine Air Force Base and within 2 miles either side of a direct line extending from the Paine AFB to the Paine AFB nondirectional radio beacon.

§ 601.2397 *Schenectady, N. Y., control zone.* Within a 5-mile radius of Schenectady County Airport and within 2 miles either side of a direct line extending between the Schenectady County Airport and the Albany, N. Y., ILS outer marker.

SUBPART E—COLORED CIVIL AIRWAY REPORTING POINTS

DESIGNATION OF REPORTING POINTS

§ 601.4001 *Designation of reporting points.* The locations described in Subpart E and Subpart G are designated as reporting points.

GREEN CIVIL AIRWAYS

§ 601.4011 *Green civil airway No. 1 (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).* Millinocket, Maine, radio range station.

§ 601.4012 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; Livingston, Mont., radio range station; Billings, Mont., radio range station; Miles City, Mont., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; Detroit, Mich., radio range station; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Boston, Mass., radio range station.

§ 601.4013 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).* San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Bay Point, Calif., fan type radio marker station; Sacramento, Calif., radio range station; Reno, Nev., radio range station; Lovelock, Nev., radio range station; Elko, Nev., radio range station; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Cleveland, Ohio, radio range; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; Brookville, Pa., non-directional radio marker beacon; Philipsburg, Pa., radio range station; Selinsgrove, Pa., non-directional radio beacon; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the Newark, N. J., radio range; New York (La Guardia), N. Y., radio range station.

§ 601.4014 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).* The intersection of the southwest course of the Newhall, Calif., radio range and the northwest course of the Burbank, Calif., radio range; the intersection of the north course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range or the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; Zuni, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; the intersection of the southwest course of the Kansas City, Mo., radio range and the southeast course of the Forbes AFB, Kans., radio range; Kansas City, Mo., radio range station; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the west course of the Columbus, Ohio, radio range and a line bearing 327° True from the Tipp City, Ohio, nondirectional radio beacon; Columbus, Ohio, radio range station; the intersection of the east course of the Columbus, Ohio, radio range and the southwest course of the Akron, Ohio, radio range; Wheeling, W. Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the southwest course of the Allentown, Pa., radio range and the east course of the Harrisburg, Pa., radio range; Philadelphia, Pa., radio range station.

§ 601.4015 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the southeast course of the Daggett, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Pine Bluff, Ark., nondirectional radiobeacon; Memphis, Tenn., radio range station; Jackson, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., nondirectional radio beacon; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Quantico, Va. (Navy) radio range station; Andrews, Md., radio range station; the intersection of the south course of the New Castle, Del., radio range and the southwest course of the Millville, N. J., radio range; Millville, N. J., radio range station; the intersection of the northeast course of the Millville, N. J., radio range and the southeast course of the McQuire AFB, N. J., radio range; the intersection of the east course of the New York, N. Y. (La Guardia), radio range and the northeast course of the Mitchel Field AFB radio range; the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range; the intersection of the west course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range.

§ 601.4016 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).* Laredo, Tex., radio range station; Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the northeast course of the Galveston, Tex., radio range and the south course of the Beaumont, Tex., radio range; Lake Charles, La., radio range station; Lafayette, La., nondirectional radio beacon; New Orleans, La., radio range station; Keesler AFB, Biloxi, Miss., radio range station; Bay Minette, Ala., nondirectional radio beacon; Maxwell AFB, Ala., radio range station; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station.

§ 601.4017 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).* Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range; the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range; the intersection of the west course of the Fairbanks, Alaska, radio range and the northwest course of the Nenana, Alaska, radio range; Fairbanks, Alaska, radio range station.

§ 601.4018 *Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).* King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range; the intersection of the southeast course of the Iliamna, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the southwest course of the Kenai, Alaska, radio range and the west course of the Homer, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill), Alaska, radio range; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Gulkana, Alaska, radio range station; Northway, Alaska, radio range station.

§ 601.4019 *Green civil airway No. 9 (Hawaiian Islands).* The intersection of the south course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range; the intersection of the southeast course of the Port Allen, T. H., radio range and the southwest course of the Honolulu, T. H., radio range; Honolulu, T. H., radio range station; the intersection of the northeast course of the Honolulu, T. H., radio range and the north course of the Maui, T. H., radio range; the intersection of the northeast course of the Honolulu, T. H., radio range and the north course of the Hilo, T. H., radio range.

§ 601.4020 *Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).* The Bellingham, Wash., radio range station; Everett, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; Gooding, Idaho nondirectional radio beacon; Burley, Idaho, radio range station; Laramie, Wyo., radio range station.

AMBER CIVIL AIRWAYS

§ 601.4101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).* San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., radio range station; the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; Merced, Calif., (Castle) radio range station; the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range, Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; McChord AFB radio range station, Tacoma, Wash.; the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, B. C., radio range; Sitka (Biorka Island), Alaska, radio range station; the intersection of the northwest course of the Sitka (Biorka Island), Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Yakataga, Alaska, radio range; the intersection of the east course of the Hinchinbrook, Alaska, radio range and the southeast course of the Cordova, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; the intersection of the northeast course of the Kenai, Alaska, radio range and the northwest course of the Anchorage, Alaska, radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station; the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range; Nome, Alaska, radio range station.

§ 601.4102 *Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).* The intersection of the southwest course of the Long Beach, Calif., radio range and the south course of the Los Angeles, Calif., radio range; Las Vegas, Nev., radio range station; Enterprise, Utah, radio range station; Delta, Utah, radio range station; Salt Lake City, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Bettles, Alaska, radio range station.

§ 601.4103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).* Truth or Consequences, N. Mex., radio range station; Las Vegas, N. Mex., radio range station; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Colorado Springs, Colo., radio range station; Denver, Colo., radio range station; Casper, Wyo., radio range station; Sheridan, Wyo., radio range station; Lewistown, Mont., radio range station.

§ 601.4104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).* Brownsville, Tex., radio range station; the intersection of the south course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range; San Antonio, Tex., radio range station; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the south course of the Fort Worth, Tex., radio range and the west course of the Dallas, Tex., radio range; the intersection of the south course of the Oklahoma City, Okla., radio range and a line bearing 259° True from the Ardmore, Okla., nondirectional radio beacon; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Chanute, Kans., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Minot, N. Dak., radio range station.

§ 601.4105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).* Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Advance, Mo., radio range station; Springfield, Ill., radio range station; the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range; Joliet, Ill., radio range station.

§ 601.4106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).* Jacksonville, Fla., radio range station; Alma, Ga., radio range station; Macon, Ga., radio range station; Chattanooga, Tenn., radio range station; Bowling Green, Ky., radio range station; Louisville, Ky., radio range station.

§ 601.4107 *Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border).* Key West, Fla., radio range station; Marathon, Fla., nondirectional radio beacon; Homestead, Fla., AFB nondirectional radio beacon; Miami, Fla., radio range station; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Brunswick, Ga., radio marker beacon; Savannah, Ga., radio range station; Charleston, S. C., radio range station; Florence, S. C., radio range station; the intersection of the north course of the Florence, S. C., radio range and the southwest course of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; the intersection of the northeast course of the Raleigh, N. C., radio range and the south course of the Blackstone, Va., radio range; the intersection of the southwest course of the Washington, D. C., radio range and the southeast course of the Quantico, Va., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Baltimore, Md., radio range; Newark, N. J., radio range station; Hartford, Conn., radio range station; the intersection of the northeast course of the Hartford, Conn., radio range and the southeast course of the Chicopee Falls, Mass., radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the southwest course of the Millinocket, Maine, radio range and the northwest course of the Bangor, Maine, radio range; Presque Isle, Maine, radio range station.

§ 601.4108 *Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).* The intersection of the west course of the Los Angeles, Calif., radio range and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station; Santa Barbara, Calif., radio range station; the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Travis AFB, Calif., radio range; the intersection of the southwest course of the Travis AFB, Calif., radio range and the northwest course of the Oakland, Calif., radio range; Travis AFB, Calif., radio range station; Whitmore, Calif., radio range station; Klamath Falls, Oreg., radio range station; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station.

§ 601.4109 *Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).* Myrtle Beach, S. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; the intersection of a line bearing 11° True from the New Bern, N. C., nondirectional radio beacon and the southwest course of the Norfolk, Va., radio range.

§ 601.4110 *Amber civil airway No. 10 (Hawaiian Islands).* Intersection of the south course of the Honolulu, T. H., radio range and the west course of the Hilo, T. H., radio range.

§ 601.4111 *Amber civil airway No. 11 (Hawaiian Islands).* Intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H.. radio range.

§ 601.4112 *Amber civil airway No. 12 (Hawaiian Islands).* Hilo, T. H., radio range station; the intersection of the east course of the Maui, T. H., radio range and the north course of the Hilo, T. H., radio range.

RED CIVIL AIRWAYS

§ 601.4201 *Red civil airway No. 1 (Big Spring, Tex., to San Antonio, Tex.).* Junction, Tex., nondirectional radio beacon.

§ 601.4202 *Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).* Rapid City, S. Dak., radio range station.

§ 601.4203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).* No reporting point designation.

§ 601.4204 *Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).* No reporting point designation.

§ 601.4205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).* No reporting point designation.

§ 601.4206 *Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).* Akron, Colo., radio range station; Lincoln, Nebr., radio range station.

§ 601.4207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.)* Greenville, S. C., radio range station; Charlotte, N. C., radio range station.

§ 601.4208 *Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.).* The intersection of the east course of the Wright-Patterson, Ohio, AFB radio range and the south course of the Columbus, Ohio, radio range; Bergholz, Pa., nondirectional radio beacon; Williamsport, Pa., radio range station; the Crystal Lake, Pa., nondirectional radio beacon; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the Newark, N. J., radio range.

§ 601.4209 *Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).* El Centro, Calif., radio range station; Yuma, Ariz., radio range station; Gila Bend, Ariz., radio range station.

§ 601.4210 *Red civil airway No. 10 (Amarillo, Tex., to Charleston, S. C.).* Wichita Falls., Tex., radio range station; Dallas, Tex., radio range station; the intersection of the north course of the Tyler, Tex., radio range and the west course of the Shreveport, La., radio range; Shreveport, La., radio range station; Monroe, La., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; Augusta, Ga., radio range station.

§ 601.4211 *Red civil airway No. 11 (Enid, Okla., to Boston, Mass.).* Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon.

§ 601.4212 *Red civil airway No. 12 (Joliet, Ill., to Erie, Pa.).* South Bend, Ind., radio range station; the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range; the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 601.4213 *Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).* Westover, Pa., nondirectional radio beacon; Wilkes-Barre, Pa., radio range station; Poughkeepsie, N. Y., radio range station; Providence, R. I., radio range station.

§ 601.4214 *Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).* Rockford, Ill., radio range station; Chicago, Ill., radio range station; the intersection of the east course of the Harvey, Ill, radio range and the southeast course of the Chicago, Ill., radio range.

§ 601.4215 *Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).* The intersection of the southeast course of the Las Vegas, Nev., radio range and the north course of the Needles, Calif., radio range.

§ 601.4216 *Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).* Albany, Ga., radio range station; Columbia, S. C., radio range station; Lumberton, N. C., nondirectional radio beacon.

§ 601.4217 *Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.).* Scott AFB, Belleville, Ill., radio range station; Fort Wayne, Ind., radio range station; Findlay, Ohio, nondirectional radio beacon; Mansfield, Ohio, nondirectional radio beacon; the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station.

§ 601.4218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).* Cincinnati, Ohio, radio range station; Huntington, W. Va., nondirectional radio beacon; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station.

§ 601.4219 *Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).* The Saginaw, Mich., nondirectional radio beacon.

§ 601.4220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).* Akron, Ohio, radio range station; the intersection of the south course of the Youngstown, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; the intersection of the northwest course of the Washington, D. C., radio range and the east course of the Martinsburg, W. Va., radio range.

§ 601.4221 *Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).* The intersection of the southeast course of the Hartford, Conn., radio range and the southwest course of the Quonset Point, R. I., (Navy) radio range; the intersection of the southwest course of the Providence, R. I., radio range and the southwest course of the Quonset Point, R. I., (Navy) radio range.

§ 601.4222 *Red civil airway No. 22 (Mount Clemens, Mich., to Albany, N. Y.).* The intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range; Utica, N. Y., radio range station.

§ 601.4223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).* The Houghton, Mich., radio range station; Sault Ste. Marie, Mich., radio range station; Elmira, N. Y., radio range station; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the New York (La Guardia), N. Y., radio range; the Paterson, N. J., nondirectional radio beacon.

§ 601.4224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).* No reporting point designation.

§ 601.4225 *Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).* No reporting point designation.

§ 601.4226 *Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).* Waverly, Va., radio range station.

§ 601.4227 *Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.).* Corbin, Ky., VHF VAR radio range station.

§ 601.4228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).* The intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; the intersection of the northeast course of the Chicago, Ill., radio range and the north course of the South Bend., Ind., radio range.

§ 601.4229 *Red civil airway No. 29 (Elmira, N. Y., to Baltimore, Md.).* No reporting point designation.

§ 601.4230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).* Alexandria, La., radio range station; Baton Rouge, La., radio range station; the intersection of the east course of the New Orleans, La., radio range and the southwest course of the Keesler AFB, Biloxi, Miss., radio range; the intersection of the west course of the Pensacola, Fla., radio range and the northeast course of the Saufley Field (Navy) radio range; Crestview, Fla., radio range station; Tallahassee, Fla., radio range station; the intersection of the east course of the Tallahassee, Fla., radio range and a line bearing 182° True from the Valdosta, Ga., nondirectional radio beacon.

§ 601.4231 *Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.)*. Scottsbluff, Nebr., radio range station; Pierre, S. Dak., radio range station.

§ 601.4232 *Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.)*. Kelly, Tex., radio range station; Smithville, Tex., nondirectional radio beacon; Richmond, Tex., radio range station.

§ 601.4233 *Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.)*. Arcola, Va., radio range station; the intersection of the northeast course of the Arcola, Va., radio range and the south course of the Harrisburg, Pa., radio range.

§ 601.4234 *Red civil airway No. 34 (Charleston, W. Va., to Weeksville, N. C.)*. Pulaski, Va., radio range station.

§ 601.4235 *Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.)*. La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; Forbes AFB, Topeka, Kans.

§ 601.4236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.)*. Rochester, Minn., radio range station.

§ 601.4237 *Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.)*. Tyler, Tex., radio range station; Little Rock, Ark., radio range station; Lynchburg, Va., radio range station.

§ 601.4238 *Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.)*. San Angelo, Tex., radio range station.

§ 601.4239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska)*. Bethel, Alaska, radio range station; Aniak, Alaska, radio range station; Minchumina, Alaska, radio range station; Nenana, Alaska, radio range station.

§ 601.4240 *Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska)*. Kodiak, Alaska, radio range station; Shuyak, Alaska, nondirectional radio beacon; Homer, Alaska, radio range station; the intersection of the east course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska; radio range; Anchorage, Alaska, radio range station.

§ 601.4241 *Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska)*. No reporting point designation.

§ 601.4242 *Red civil airway No. 42 (Milwaukee, Wis., to Aurora, Ill.)*. No reporting point designation.

§ 601.4243 *Red civil airway No. 43 (Chicago, Ill., to Lafayette, Ind.)*. No reporting point designation.

§ 601.4244 *Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border)*. No reporting point designation.

§ 601.4245 *Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.)*. Manakin, Va., non-directional radio beacon.

§ 601.4246 *Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.)*. No reporting point designation.

§ 601.4247 *Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.)*. Orlando, Fla., radio range station.

§ 601.4248 *Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.)*. No reporting point designation.

§ 601.4249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.)*. Wendover, Utah, radio range station.

§ 601.4250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska)*. Tanana, Alaska, radio range station.

§ 601.4251 *Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.)*. No reporting point designation.

§ 601.4252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.)*. Muscle Shoals, Ala., radio range station.

§ 601.4253 *Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.)*. Walla Walla, Wash., radio range station.

§ 601.4254 *Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah)*. No reporting point designation.

§ 601.4255 *Red civil airway No. 55 (Chicago, Ill., to Columbus, Ohio)*. No reporting point designation.

§ 601.4256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.)*. No reporting point designation.

§ 601.4257 *Red civil airway No. 57 (Des Moines, Iowa, to Youngstown, Ohio)*. Battle Creek, Mich., radio range station.

§ 601.4258 *Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border)*. Bangor, Maine radio range station.

§ 601.4259 *Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.)*. No reporting point designation.

§ 601.4260 *Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.)*. Stockton, Calif., radio range station.

§ 601.4261 *Red civil airway No. 61 (Butler, Pa., to Washington, D. C.)*. The intersection of the northwest course of the Arcola, Va., radio range and the west course of the Martinsburg, W. Va., radio range.

§ 601.4262 *Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.)*. No reporting point designation.

§ 601.4263 *Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.)*. No reporting point designation.

§ 601.4264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska)*. No reporting point designation.

§ 601.4265 *Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.)*. No reporting point designation.

§ 601.4266 *Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.)*. The intersection of the east course of the Santa Barbara, Calif., radio range and the northeast course of the Camarillo, Calif., radio range.

§ 601.4267 *Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.)*. Dothan, Ala., radio range station.

§ 601.4268 *Red civil airway No. 68 (Midland, Tex., to Shreveport, La.)*. Midland, Tex., radio range station.

§ 601.4269 *Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.)*. No reporting point designation.

§ 601.4270 *Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.)*. No reporting point designation.

§ 601.4271 *Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.)*. Roswell, N. Mex., radio range station; Lubbock, Tex., radio range station.

§ 601.4272 *Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.)*. Willow Grove, Pa. (Navy), radio range station.

§ 601.4273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.)*. No reporting point designation.

§ 601.4274 *Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.)*. No reporting point designation.

§ 601.4275 *Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.)*. No reporting point designation.

§ 601.4276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.)*. No reporting point designation.

§ 601.4277 *Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.)*. No reporting point designation.

§ 601.4278 *Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.)*. No reporting point designation.

§ 601.4279 *Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.)*. No reporting point designation.

§ 601.4280 *Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.)*. No reporting point designation.

§ 601.4281 *Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.)*. No reporting point designation.

§ 601.4282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska)*. No reporting point designation.

§ 601.4283 *Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.)*. No reporting point designation.

§ 601.4284 *Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.)*. Craig AFB radio range station, Selma, Ala.; Columbus, Ga., radio range station.

§ 601.4285 *Red civil airway No. 85 (Akron, Ohio, to Altoona, Pa.)*. Butler, Pa., nondirectional radio beacon.

§ 601.4286 *Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine)*. No reporting point designation.

§ 601.4287 *Red civil airway No. 87 (Hawaiian Islands)*. Intersection of the northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station; Port Allen, T. H., radio range station; Maui, T. H., radio range station; intersection of the east course of the Maui, T. H., radio range and the east course of the Hilo, T. H., radio range.

§ 601.4288 *Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).* Hobbs, N. Mex., radio range station.

§ 601.4289 *Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).* Peoria, Ill., radio range station.

§ 601.4290 *Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).* No reporting point designation.

§ 601.4291 *Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).* No reporting point designation.

§ 601.4292 *Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).* No reporting point designation.

§ 601.4293 *Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.).* No reporting point designation.

§ 601.4294 *Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).* The intersection of the east course of the Providence, R. I., radio range and the northeast course of the Quonset Point, R. I., (Navy) radio range.

§ 601.4295 *Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.).* The intersection of the south course of the Syracuse, N. Y., radio range and the northeast course of the Elmira, N. Y., radio range.

§ 601.4296 *Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.).* Houston, Tex., radio range station; Beaumont, Tex., radio range station.

§ 601.4297 *Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).* No reporting point designation.

§ 601.4298 *Red civil airway No. 98 (Vichy, Mo., to Belleville, Ill.).* No reporting point designation.

§ 601.4299 *Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).* The Iliamna, Alaska, radio range station.

§ 601.4300 *Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).* No reporting point designation.

§ 601.4301 *Red civil airway No. 101 (Biloxi, Miss., to Pensacola, Fla.).* No reporting point designation.

§ 601.4302 *Red civil airway No. 102 (Louisville, Ky., to Huntington, W. Va.).* Lexington, Ky., nondirectional radio beacon.

§ 601.4303 *Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).* No reporting point designation.

§ 601.4304 *Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).* No reporting point designation.

§ 601.4305 *Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).* No reporting point designation.

§ 601.4306 *Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).* No reporting point designation.

§ 601.4307 *Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).* No reporting point designation.

§ 601.4308 *Red civil airway No. 108 (Promontory Point, Utah to Fort Bridger, Wyo.).* No reporting point designation.

§ 601.4309 *Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).* No reporting point designation.

§ 601.4310 *Red civil airway No. 110 (Mobile, Ala., to Pensacola, Fla.).* Brookley AFB, Mobile, Ala., nondirectional radio beacon.

§ 601.4312 *Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.).* Westfield, Mass., radio range station.

BLUE CIVIL AIRWAYS

§ 601.4601 *Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).* The intersection of a line bearing 35° True from the Fort Myers, Fla., nondirectional radio beacon and the southeast course of the Tampa, Fla., radio range.

§ 601.4602 *Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.).* Erie, Pa., radio range station.

§ 601.4603 *Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).* Fort Myers, Fla., nondirectional radio beacon; Tampa, Fla., radio range station; Cross City, Fla., radio range station; Traverse City, Mich. radio range station; Pellston, Mich., nondirectional radio beacon.

§ 601.4604 *Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).* Concord, N. H., radio range station; the intersection of the southeast course of the Burlington, Vt., radio range and the southwest course of the Montpelier, Vt., radio range; Burlington, Vt., radio range station.

§ 601.4605 *Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).* Galveston, Tex., radio range station; Bryan, Tex., radio range station.

§ 601.4606 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).* No reporting point designation.

§ 601.4607 *Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.).* No reporting point designation.

§ 601.4608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).* Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station.

§ 601.4609 *Blue civil airway No. 9 (Springfield, Mo., to United States-Canadian Border).* Duluth, Minn., radio range station.

§ 601.4610 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).* Los Banos, Calif., fan type radio marker station or the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range; Evergreen, Calif., non-directional radio marker beacon.

§ 601.4611 *Blue civil airway No. 11 (Findlay, Ohio, to Dunkirk, N. Y.).* No reporting point designation.

§ 601.4613 *Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).* Lufkin, Tex., non-directional radio beacon; Fort Smith, Ark., non-directional radio beacon.

§ 601.4614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).* The intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range.

§ 601.4615 *Blue civil airway No. 15 (Huntington, W. Va., to Youngstown, Ohio).* No reporting point designation.

§ 601.4616 *Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.).* No reporting point designation.

§ 601.4617 *Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).* Houlton, Maine, radio range station.

§ 601.4618 *Blue civil airway No. 18 (Philadelphia, Pa., to United States-Canadian Border).* No reporting point designation.

§ 601.4619 *Blue civil airway No. 19 (Key West, Fla., to Orlando, Fla.).* The intersection of the north course of the Miami, Fla., radio range and the west course of the West Palm Beach, Fla., radio range.

§ 601.4620 *Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).* No reporting point designation.

§ 601.4622 *Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.).* No reporting point designation.

§ 601.4623 *Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).* No reporting point designation.

§ 601.4625 *Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).* The intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range.

§ 601.4626 *Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).* The intersection of the north course of the Anchorage, Alaska (Merrill), Localizer radio range and the southeast course of the Skwentna, Alaska, radio range; Talkeetna, Alaska, nondirectional radio beacon; Summit, Alaska, radio range station.

§ 601.4627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).* The intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon, Alaska, radio range; Kotzebue, Alaska, non-directional radio beacon.

§ 601.4628 *Blue civil airway No. 28 (Charleston, S. C., to Bulls Gap, Tenn.).* The intersection of the northwest course of the Spartanburg, S. C., radio range and a line bearing 57° True from the Asheville, N. C. (Hendersonville), nondirectional radio beacon.

§ 601.4629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).* The intersection of the northeast course of the Greensboro, N. C., radio range and the southeast course of the Lynchburg, Va., radio range.

§ 601.4630 *Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).* Dalhart, Tex., nondirectional radio beacon; the intersection of the southwest course of the La Junta, Colo., radio range and the northeast course of the Trinidad, Colo., radio range.

§ 601.4631 *Blue civil airway No. 31 (Burlington, Iowa, to Madison, Wis.).* No reporting point designation.

§ 601.4632 *Blue civil airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).* No reporting point designation.

§ 601.4633 *Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).* No reporting point designation.

§ 601.4634 *Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).* No reporting point designation.

§ 601.4635 *Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.).* No reporting point designation.

§ 601.4636 *Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).* No reporting point designation.

§ 601.4637 *Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).* No reporting point designation.

§ 601.4638 *Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).* Five Finger, Alaska, nondirectional radio beacon; the intersection of the southeast course of the Gustavus, Alaska, radio range and the northeast course of the Sitka, Alaska, radio range; Gustavus, Alaska, radio range station.

§ 601.4639 *Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.).* The Paynesville, W. Va., nondirectional radio beacon; Morgantown, W. Va., radio range station; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northeast course of the Morgantown, W. Va., radio range.

§ 601.4640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).* Montpelier, Vt., radio range station.

§ 601.4641 *Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).* No reporting point designation.

§ 601.4642 *Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).* No reporting point designation.

§ 601.4643 *Blue civil airway No. 43 (Nenana, Alaska, to Nenabank, Alaska).* No reporting point designation.

§ 601.4644 *Blue civil airway No. 44 (Indianapolis, Ind., to United States-Canadian Border).* Kokomo, Ind., nondirectional radio beacon; the intersection of the northeast course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range.

§ 601.4645 *Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).* No reporting point designation.

§ 601.4646 *Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.).* Dyersburg, Tenn., nondirectional radio beacon; Paducah, Ky., nondirectional radio beacon.

§ 601.4647 *Blue civil airway No. 47 (Blackstone, Va., to Dunkirk, N. Y.).* The intersection of the south course of the Altoona, Pa., radio range and the southeast course of the Pittsburgh, Pa., radio range; Bradford, Pa., nondirectional radio beacon.

§ 601.4648 *Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla.).* The intersection of the southeast course of the Miami, Fla., radio range and the northeast course of the Key West, Fla., radio range.

§ 601.4649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).* No reporting point designation.

§ 601.4651 *Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).* No reporting point designation.

§ 601.4652 *Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).* No reporting point designation.

§ 601.4653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).* No reporting point designation.

§ 601.4654 *Blue civil airway No. 54 (Evergreen, Calif., to Hamilton AFB, Calif.).* No reporting point designation.

§ 601.4655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).* No reporting point designation.

§ 601.4656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).* Langley, Va., AFB radio range station; the intersection of the southeast course of the Andrews, Md., radio range and the northeast course of the Tappahannock, Va., radio range.

§ 601.4657 *Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).* No reporting point designation.

§ 601.4658 *Blue civil airway No. 58 (Nantucket, Mass., to Squantum, Mass.).* No reporting point designation.

§ 601.4660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).* No reporting point designation.

§ 601.4663 *Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).* No reporting point designation.

§ 601.4664 *Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).* No reporting point designation.

§ 601.4665 *Blue civil airway No. 65 (Shuyak, Alaska,, to Homer, Alaska).* No reporting point designation.

§ 601.4666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).* Bridgeport, Conn., radio range station.

§ 601.4667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).* No reporting point designation.

§ 601.4668 *Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).* No reporting point designation.

§ 601.4669 *Blue civil airway No. 69 (St. Louis, Mo., to Quincy, Ill.).* Quincy, Ill., nondirectional radio beacon.

§ 601.4670 *Blue civil airway No. 70 (Waco, Tex., to Tulsa, Okla.).* Ardmore, Okla., nondirectional radio beacon.

§ 601.4671 *Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).* Shelton, Wash., nondirectional radio beacon.

§ 601.4672 *Blue civil airway No. 72 (Enid, Okla., to Wichita, Kans.).* Vance AFB nondirectional radio beacon.

§ 601.4675 *Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).* No reporting point designation.

§ 601.4676 *Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).* No reporting point designation.

§ 601.4678 *Blue civil airway No. 78 (Spring Bay, Utah, to Malad City, Idaho).* No reporting point designation.

§ 601.4679 *Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).* Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; the intersection of the northeast course of the Sitka, Alaska, radio range and the northwest course of the Petersburg, Alaska, radio range; Haines, Alaska, nondirectional radio beacon.

§ 601.4680 *Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).* No reporting point designation.

§ 601.4681 *Blue civil airway No. 81 (Charleston, W. Va., to Akron, Ohio).* No reporting point designation.

§ 601.4684 *Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).* No reporting point designation.

§ 601.4685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).* No reporting point designation.

§ 601.4686 *Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).* No reporting point designation.

§ 601.4687 *Blue civil airway No. 87 (Lexington, Ky., to Dayton, Ohio).* No reporting point designation.

OTHER REPORTING POINTS

§ 601.5001 *Other reporting points.* Whidbey Island, Wash.; Navy Radio Range; Farallon Island, Calif., nondirectional radio beacon.

Anchorage-Sandspit route: The Middleton Island, Alaska, nondirectional radio beacon.

Bass Intersection: The intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the western boundary of the New York Oceanic Control Area.

Bon Secour Intersection: The intersection of the southeast course of the Mobile, Ala., radio range and the west course of the Pensacola, Fla., radio range.

Carp Intersection: The intersection of a line bearing 133° True from the Wilmington, N. C., omnirange station and the western boundary of the New York Oceanic Control Area.

Cod Intersection: The intersection of a Great Circle course between the Nantucket, Mass., nondirectional radio beacon and the Azores Santa Maria nondirectional radio beacon and the western boundary of the ICAO Control Area at Lat. 41°29′00″ N., Long., 68°00′00″ W.

Azalea Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic control area.

Snapper Intersection: Intersection of the northeast course of the Melbourne, Fla., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic control area.

East Nantucket Intersection: Intersection of a line bearing 77° True from the Nantucket, Mass., nondirectional radio beacon and the southeast course of the Squantum, Mass. (Navy), radio range.

East Norfolk Intersection: Intersection of the east course of the Norfolk, Va. (Navy) radio range and the northeast course of the Weeksville, N. C. (Navy) radio range.

Eel Intersection: Intersection of the southeast course of the Boston, Mass., radio range and the western boundary of the New York Oceanic control area.

Gateway Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic Control area.

Granite Intersection: The intersection of a line bearing 118° True from the Homer, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

Gulfstream Intersection: The intersection of the southeast course of the Miami, Fla., radio range and the northeast course of the Key West, Fla., radio range.

Marble Intersection: The intersection of a line bearing 107° True from the Kodiak, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

North Nantucket Intersection: Intersection of the east course of the Boston, Mass., radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., domestic control area.

Sable intersection: The intersection of the southwest course of the Perrine, Fla., radio range and the centerline of the Marathon control area extension (§ 601.1234).

Shad Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the western Boundary of the New York Oceanic control area.

Haddock Intersection: The intersection of a rhumb line between the Nantucket, Mass., nondirectional radio beacon and the Kindley AFB Bermuda nondirectional radio beacon and the western boundary of the New York Oceanic Control Area at latitude 39°50′00″ N., longitude 69°16′00″ W.

South Bangor Intersection: Intersection of the southeast course of the Bangor, Maine, radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., Domestic control area.

South Island Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the northeast course of the Atlantic City, N. J. (Navy) radio range.

South Millville Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Atlantic City, N. J. (Navy) radio range.

South Portland Intersection: Intersection of the southeast course of the Portland, Maine, radio range and the centerline of the East Boston, Mass.-Yarmouth, N. S., Domestic control area.

Smelt Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the western boundary of the New York Oceanic control area.

Trout Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the western boundary of the New York oceanic control area.

Tuna Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the western boundary of the New York Oceanic control area.

Domestic Annette Intersection: The intersection of the southwest course of the Annette, Alaska, radio range and the centerline of the Anchorhage-Sandspit route.

Domestic Sitka Intersection: The intersection of the southwest course of the Sitka, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Gustavus Intersection: The intersection of the southwest course of the Gustavus, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Yakutat Intersection: The intersection of the southwest course of the Yakutat, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Yakataga Intersection: The intersection of the centerline of the Anchorage-Sandspit route and a line bearing 90° therefrom and lying over the Yakataga, Alaska, radio range station.

SUBPART F—VOR CIVIL AIRWAY CONTROL AREAS

DOMESTIC VOR CIVIL AIRWAY CONTROL AREAS

§ 601.6001 *VOR civil airway No. 1 control areas (Charleston, S. C., to New York, N. Y.).* All of VOR civil airway No. 1.

§ 601.6002 *VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).* All of VOR civil airway No. 2 including north and south alternates.

§ 601.6003 *VOR civil airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine).* All of VOR civil airway No. 3 including north and south alternates, but excluding all the airspace between the main airway and its west alternate extending from the Miami, Fla., omnirange station to the Vero Beach, Fla., omnirange station, and excluding all the airspace between the main airway and its west alternate extending from the Florence, S. C., omnirange station to the Raleigh, N. C., omnirange station.

§ 601.6004 *VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.).* All of VOR civil airway No. 4 including north and south alternates, but excluding the airspace between the main airway and its south alternate between the Seattle, Wash., omnirange station and the Yakima, Wash., omnirange station and excluding the airspace between the main and its south alternate between the Topeka, Kans., omnirange station and the Columbia, Mo., omnirange station.

§ 601.6005 *VOR civil airway No. 5 control areas (Miami, Fla., to London, Ont.).* All of VOR civil airway No. 5 including east and west alternates, but excluding the airspace between the main airway and its west alternate from the Alma, Ga., omnirange station to the Chattanooga, Tenn., omnirange station, and also excluding the airspace between the main airway and its east alternate from the Bowling Green, Ky., omnirange station to the Louisville, Ky., omnirange station.

§ 601.6006 *VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.).* All of VOR civil airway No. 6, including north and south alternates.

§ 601.6007 *VOR civil airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.).* All of VOR civil airway No. 7 including east and west alternates, but excluding all that airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its west alternate between the Cross City, Fla., omnirange station and the Marianna, Fla., omnirange station.

§ 601.6008 *VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.).* All of VOR civil airway No. 8 including north and south alternates.

§ 601.6009 *VOR civil airway No. 9 control areas (New Orleans, La., to Milwaukee, Wis.).* All of VOR civil airway No. 9 including an east alternate and west alternates.

§ 601.6010 *VOR civil airway No. 10 control areas (Pueblo, Colo., to New York, N. Y.).* All of VOR civil airway No. 10 including north and south alternates, excluding the airspace between the north alternate from the Dodge City, Kans., omnirange station to the Hutchinson, Kans., omnirange station and the main airway.

§ 601.6011 *VOR civil airway No. 11 control areas (Memphis, Tenn., to Detroit, Mich.).* All of VOR civil airway No. 11 including east alternates and a west alternate.

§ 601.6012 *VOR civil airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.).* All of VOR civil airway No. 12 including north and south alternates.

§ 601.6013 *VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).* All of VOR civil airway No. 13 including east and west alternates, excluding the airspace between the west alternate from the Mason City, Iowa, omnirange station to the Minneapolis, Minn., omnirange station and the main airway.

§ 601.6014 *VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).* All of VOR civil airway No. 14 including north and south alternates.

§ 601.6015 *VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).* All of VOR civil airway No. 15 including east and west alternates.

§ 601.6016 *VOR civil airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.).* All of VOR civil airway No. 16 including north and south alternates but excluding the airspace between the main airway and its south alternate from the Graham, Tenn., omnirange station to the Crossville, Tenn., omnirange station, and also excluding the airspace between the main airway and its north alternate from the Knoxville, Tenn., omnirange station to the Pulaski, Tenn., omnirange station.

§ 601.6017 *VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).* All of VOR civil airway No. 17 including an east alternate and west alternates.

§ 601.6018 *VOR civil airway No. 18 control areas (Dallas, Tex., to Charleston, S. C.).* All of VOR civil airway No. 18 including north and south alternates, but excluding the airspace between the main airway and its south alternate from the Anniston, Ala., omnirange station to the Augusta, Ga., omnirange station.

§ 601.6019 *VOR civil airway No. 19 control areas (El Paso, Tex., to Sheridan, Wyo.).* All of VOR civil airway No. 19 including east alternates.

§ 601.6020 *VOR civil airway No. 20 control areas (Laredo, Tex., to Richmond, Va.).* All of VOR civil airway No. 20 including north and south alternates, but excluding the airspace between the main airway and its north alternate airway from the Atlanta, Ga., omnirange station to the Spartanburg, S. C., omnirange station.

601.6021 *VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).* All of VOR civil airway No. 21, including an east and a west alternate.

§ 601.6022 *VOR civil airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.).* All of VOR civil airway No. 22, including a north alternate, but excluding the airspace between the main airway and its north alternate.

§ 601.6023 *VOR civil airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.).* All of VOR civil airway No. 23 including east and west alternates but excluding the airspace between the main airway and its west alternate between the Portland, Oreg., omnirange station and the Seattle, Wash., omnirange station.

§ 601.6024 *VOR civil airway No. 24 control areas (Aberdeen, S. Dak., to Redwood Falls, Minn.).* All of VOR civil airway No. 24 including north alternates.

§ 601.6025 *VOR civil airway No. 25 control areas (Los Angeles, Calif., to Ellensburg, Wash.).* All of VOR civil airway No. 25.

§ 601.6026 *VOR civil airway No. 26 control areas (Cherokee, Wyo., to Cleveland, Ohio).* All of VOR civil airway No. 26, including north and south alternates.

§ 601.6027 *VOR civil airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.).* All of VOR civil airway No. 27, including east and west alternates.

§ 601.6028 *VOR civil airway No. 28 control areas (Oakland, Calif., to Reno, Nev.).* All of VOR civil airway No. 28.

§ 601.6029 *VOR civil airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border).* All of VOR civil airway No. 29.

§ 601.6030 *VOR civil airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.).* All of VOR civil airway No. 30 including a south alternate, but excluding all the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6031 *VOR civil airway No. 31 control areas (Baltimore, Md., to Rochester, N. Y.).* All of VOR civil airway No. 31.

§ 601.6032 *VOR civil airway No. 32 control areas (Battle Mountain, Nev., to Fort Bridger, Wyo.).* All of VOR civil airway No. 32, including a north alternate.

§ 601.6033 *VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.).* All of VOR civil airway No. 33.

§ 601.6034 *VOR civil airway No. 34 control areas (Rochester, N. Y., to Wilton, Conn.).* All of VOR civil airway No. 34.

§ 601.6035 *VOR civil airway No. 35 control areas (Miami, Fla., to Syracuse, N. Y.).* All of VOR civil airway No. 35 including an east alternate from the Elmira, N. Y., omnirange station to the Syracuse, N. Y., omnirange station, but excluding the airspace between the main airway and this east alternate airway and also excluding all the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6036 *VOR civil airway No. 36 control areas (Toronto, Ontario, to New York, N. Y.).* All of VOR civil airway No. 36 including a south alternate.

§ 601.6037 *VOR civil airway No. 37 control areas (Savannah, Ga., to Erie, Pa.).* All of VOR civil airway No. 37.

§ 601.6038 *VOR civil airway No. 38 control areas (Iowa City, Iowa, to Elkins, W. Va.).* All of VOR civil airway No. 38 including a south alternate.

§ 601.6039 *VOR civil airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine).* All of VOR civil airway No. 39.

§ 601.6040 *VOR civil airway No. 40 control areas (Cleveland, Ohio, to Pittsburgh, Pa.).* All of VOR civil airway No. 40.

§ 601.6041 *VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio).* All of VOR civil airway No. 41.

§ 601.6042 *VOR civil airway No. 42 control areas (Flint, Mich., to Washington, D. C.).* All of VOR civil airway No. 42.

§ 601.6043 *VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).* All of VOR civil airway No. 43.

§ 601.6044 *VOR civil airway No. 44 control areas (Louisville, Ky., to Baltimore, Md.).* All of VOR civil airway No. 44.

§ 601.6045 *VOR civil airway No. 45 control areas (Lexington, Ky., to Lansing, Mich.).* All of VOR civil airway No. 45.

§ 601.6046 *VOR civil airway No. 46 control areas (New York, N. Y., to Nantucket, Mass.).* All of VOR civil airway No. 46 including a south alternate and the airspace between the main airway and this south alternate, but excluding the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States. The airspace between the main airway and the south alternate below 7,950 feet above mean sea level which lies within the confines of the Montauk Point Restricted Area (R–487) and the Montauk Point Warning Area (W–487) (published in § 608.40 of this chapter) shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control.

§ 601.6047 *VOR civil airway No. 47 control areas (Louisville, Ky., to Detroit, Mich.).* All of VOR civil airway No. 47 including west alternates.

§ 601.6048 *VOR civil airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.).* All of VOR civil airway No. 48.

§ 601.6049 *VOR civil airway No. 49 control areas (Dillon, Mont., to Great Falls, Mont.).* All of VOR civil airway No. 49.

§ 601.6050 *VOR civil airway No. 50 control areas (Kirksville, Mo., to Indianapolis, Ind.).* All of VOR civil airway No. 50, including a south alternate.

§ 601.6051 *VOR civil airway No. 51 control areas (Miami, Fla., to Chicago, Ill.).* All of VOR civil airway No. 51 including east and west alternates, but excluding the airspace between the main airway and its west alternate from the Alma, Ga., omnirange station to the Chattanooga, Tenn., omnirange station.

§ 601.6052 *VOR civil airway No. 52 control areas (Des Moines, Iowa, to St. Louis, Mo.).* All of VOR civil airway No. 52 including north and south alternates.

§ 601.6053 *VOR civil airway No. 53 control areas (Charleston, S. C., to Chicago, Ill.).* All of VOR civil airway No. 53 including west alternates.

§ 601.6054 *VOR civil airway No. 54 control areas (Quitman, Tex., to Charlotte, N. C.).* All of VOR civil airway No. 54 including north alternates.

§ 601.6055 *VOR civil airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.).* All of VOR civil airway No. 55 including a west alternate.

§ 601.6056 *VOR civil airway No. 56 control areas (Montgomery, Ala., to Florence, S. C.).* All of VOR civil airway No. 56 including a north alternate, but excluding the airspace between the main airway and its north alternate between the Columbus, S. C. omnirange station and the Florence, S. C. omnirange station.

§ 601.6057 *VOR civil airway No. 57 control areas (Graham, Tenn., to Scotland, Ind.).* All of VOR civil airway No. 57.

§ 601.6058 *VOR civil airway No. 58 control areas (Bergholz, Ohio, to Hartford, Conn.).* All of VOR civil airway No. 58.

§ 601.6060 *VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Lubbock, Tex.).* All of VOR civil airway No. 60, including a south alternate.

§ 601.6061 *VOR civil airway No. 61 control areas (Fort Worth, Tex., to Lawton, Okla.).* All of VOR civil airway No. 61.

§ 601.6062 *VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Lubbock, Tex.).* All of VOR civil airway No. 62.

§ 601.6063 *VOR civil airway No. 63 control areas (Waco, Tex., to Milwaukee, Wis.).* All of VOR civil airway No. 63 including west alternates.

§ 601.6064 *VOR civil airway No. 64 control areas (Long Beach, Calif., to Blythe, Calif.).* All of VOR civil airway No. 64.

§ 601.6065 *VOR civil airway No. 65 control areas (Kansas City, Mo., to Lamoni, Iowa).* All of VOR civil airway No. 65.

§ 601.6066 *VOR civil airway No. 66 control areas (San Diego, Calif., to Sulphur Springs, Tex.).* All of VOR civil airway No. 66 including north alternates.

§ 601.6067 *VOR civil airway No. 67 control areas (Waterloo, Iowa, to Rochester, Minn.).* All of VOR civil airway No. 67 including a west alternate.

§ 601.6068 *VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).* All of VOR civil airway No. 68 including north and south alternates.

§ 601.6069 *VOR civil airway No. 69 control areas (Pine Bluff, Ark., to Chicago, Ill.).* All of VOR civil airway No. 69.

§ 601.6070 *VOR civil airway No. 70 control areas (Corpus Christi, Tex., to Baton Rouge, La.).* All of VOR civil airway No. 70.

§ 601.6071 *VOR civil airway No. 71 control areas (Pine Bluff, Ark., to Kansas City, Mo.).* All of VOR civil airway No. 71 including a west alternate.

§ 601.6072 *VOR civil airway No. 72 control areas (Troy, Ill., to Albany, N. Y.).* All of VOR civil airway No. 72.

§ 601.6073 *VOR civil airway No. 73 control areas (Wichita, Kans., to Salina, Kans.).* All of VOR civil airway No. 73.

§ 601.6074 *VOR civil airway No. 74 control areas (Dodge City, Kans., to Little Rock, Ark.).* All of VOR civil airway No. 74 including a north alternate and south alternates.

§ 601.6075 *VOR civil airway No. 75 control areas (Richmond, Va., to Cleveland, Ohio).* All of VOR civil airway No. 75.

§ 601.6076 *VOR civil airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.).* All of VOR civil airway No. 76.

§ 601.6077 *VOR civil airway No. 77 control areas (San Angelo, Tex., to Des Moines, Iowa).* All of VOR civil airway No. 77 including east alternates, but excluding the airspace between the main airway and its east alternate between the San Angelo, Tex., omnirange station and the Abilene, Tex., omnirange station.

§ 601.6078 *VOR civil airway No. 78 control areas (Huron, S. Dak., to Minneapolis, Minn.).* All of VOR civil airway No. 78, including a south alternate.

§ 601.6079 *VOR civil airway No. 79 control areas (Culberson, Tex., to Lubbock, Tex.).* All of VOR civil airway No. 79.

§ 601.6080 *VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.).* All of VOR civil airway No. 80 including a south alternate.

§ 601.6081 *VOR civil airway No. 81 control areas (Midland, Tex., to Amarillo, Tex.).* All of VOR civil airway No. 81 including an east alternate.

§ 601.6082 *VOR civil airway No. 82 control areas (Minneapolis, Minn., to La Crosse, Wis.).* All of VOR civil airway No. 82 including south alternates.

§ 601.6083 *VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Santa Fe, N. Mex.).* All of VOR civil airway No. 83 including an east alternate.

§ 601.6084 *VOR civil airway No. 84 control areas (Bradford, Ill., to Buffalo, N. Y.).* All of VOR civil airway No. 84.

§ 601.6085 *VOR civil airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).* All of VOR civil airway No. 85 including a west alternate.

§ 601.6086 *VOR civil airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.).* All of VOR civil airway No. 86.

§ 601.6087 *VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hassayampa, Ariz.).* All of VOR civil airway No. 87.

§ 601.6088 *VOR civil airway No. 88 control areas (Tulsa, Okla., to Vichy, Mo.).* All of VOR civil airway No. 88.

§ 601.6089 *VOR civil airway No. 89 control areas (Denver, Colo., to Rapid City, S. Dak.).* All of VOR civil airway No. 89 including east alternates.

§ 601.6090 *VOR civil airway No. 90 control areas (Litchfield, Mich., to Windsor, Ontario).* All of VOR civil airway No. 90.

§ 601.6091 *VOR civil airway No. 91 control areas (New York, N. Y. to Montreal, Quebec).* All of VOR civil airway No. 91 including an east alternate and a west alternate.

§ 601.6092 *VOR civil airway No. 92 control areas (Chicago, Ill., to Washington, D. C.).* All of VOR civil airway No. 92.

§ 601.6093 *VOR civil airway No. 93 control areas (Washington, D. C., to Presque Isle, Maine).* All of VOR civil airway No. 93.

§ 601.6094 *VOR civil airway No. 94 control areas (Salt Flat, Tex., to Longview, Tex.).* All of VOR civil airway No. 94.

§ 601.6095 *VOR civil airway No. 95 control areas (Phoenix, Ariz., to Winslow, Ariz.).* All of VOR civil airway No. 95.

§ 601.6096 *VOR civil airway No. 96 control areas (Lafayette, Ind., to Toledo, Ohio).* All of VOR civil airway No. 96.

§ 601.6097 *VOR civil airway No. 97 control areas (Miami, Fla., to Alexandria, Minn.).* All of VOR civil airway No. 97 including east and west alternates, but excluding all of the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its east alternate between the Tampa, Fla., omnirange station and the Tallahassee, Fla., omnirange station.

§ 601.6098 *VOR civil airway No. 98 control areas (Fort Wayne, Ind., to Montreal, Quebec).* All of VOR civil airway No. 98.

§ 601.6099 *VOR civil airway No. 99 control areas (Newport, Oreg., to Vancouver, B. C.).* All of VOR civil airway No. 99.

§ 601.6100 *VOR civil airway No. 100 control areas (North Platte, Nebr., to Detroit, Mich.).* All of VOR civil airway No. 100.

§ 601.6101 *VOR civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).* All of VOR civil airway No. 101.

§ 601.6102 *VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.).* All of VOR civil airway No. 102.

§ 601.6103 *VOR civil airway No. 103 control areas (Elkins, W. Va., to Cleveland, Ohio).* All of VOR civil airway No. 103.

§ 601.6104 *VOR civil airway No. 104 control areas (United States-Canadian Border to Plattsburg, N. Y.).* All of VOR civil airway No. 104.

§ 601.6105 *VOR civil airway No. 105 control areas (Phoenix, Ariz., to Las Vegas, Nev.).* All of VOR civil airway No. 105 including an east alternate.

§ 601.6106 *VOR civil airway No. 106 control areas (Charleston, W. Va., to Kennebunk, Maine).* All of VOR civil airway No. 106, including a north alternate.

§ 601.6107 *VOR civil airway No. 107 control areas (Los Angeles, Calif., to Red Bluff, Calif.).* All of VOR civil airway No. 107.

§ 601.6109 *VOR civil airway No. 109 control areas (Paso Robles, Calif., to Fresno, Calif.).* All of VOR civil airway No. 109.

§ 601.6110 *VOR civil airway No. 110 control areas (San Francisco, Calif., to Altamount, Calif.).* All of VOR civil airway No. 110.

§ 601.6111 *VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).* All of VOR civil airway No. 111.

§ 601.6112 *VOR civil airway No. 112 control areas (Portland, Oreg., to Spokane, Wash.).* All of VOR civil airway No. 112.

§ 601.6113 *VOR civil airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.).* All of VOR civil airway No. 113.

§ 601.6114 *VOR civil airway No. 114 control areas (Pueblo, Colo., to New Orleans, La.).* All of VOR civil airway No. 114 including north alternates and a south alternate.

§ 601.6115 *VOR civil airway No. 115 control areas (Crestview, Fla., to Charleston, W. Va.).* All of VOR civil airway No. 115.

§ 601.6116 *VOR civil airway No. 116 control areas (Kansas City, Mo., to New York, N. Y.).* All of VOR civil airway No. 116.

§ 601.6117 *VOR civil airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.).* All of VOR civil airway No. 117.

§ 601.6118 *VOR civil airway No. 118 control areas (Rock River, Wyo., to Cheyenne, Wyo.).* All of VOR civil airway No. 118.

§ 601.6119 *VOR civil airway No. 119 control areas (Huntington, W. Va., to Bradford, Pa.).* All of VOR civil airway No. 119.

§ 601.6120 *VOR civil airway No. 120 control areas (Mullen Pass, Mont., to Miles City, Mont.).* All of VOR civil airway No. 120.

§ 601.6121 *VOR civil airway No. 121 control areas (North Bend, Oreg., to Eugene, Oreg.).* All of VOR civil airway No. 121.

§ 601.6122 *VOR civil airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.).* All of VOR civil airway No. 122.

§ 601.6123. *VOR civil airway No. 123 control areas (Woodstown, N. J., to New York, N. Y.).* All of VOR civil airway No. 123.

§ 601.6124 *VOR civil airway No. 124 control areas (Burley, Idaho, to Pocatello, Idaho).* All of VOR civil airway No. 124.

§ 601.6125 *VOR civil airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.).* All of VOR civil airway No. 125.

§ 601.6126 *VOR civil airway No. 126 control areas (Chicago, Ill., to New York, N. Y.).* All of VOR civil airway No. 126.

§ 601.6127 *VOR civil airway No. 127 control areas (Livingston, Mont., to Helena, Mont.).* All of VOR civil airway No. 127.

§ 601.6128 *VOR civil airway No. 128 control areas (Chicago, Ill., to New Bern, N. C.).* All of VOR civil airway No. 128 including a north alternate and south alternates.

§ 601.6129 *VOR civil airway No. 129 control areas (Dixon, Ill., to Eau Claire, Wis.).* All of VOR civil airway No. 129.

§ 601.6130 *VOR civil airway No. 130 control areas (Albany, N. Y., to Providence, R. I.).* All of VOR civil airway No. 130.

§ 601.6131 *VOR civil airway No. 131 control areas (Emporia, Kans., to Topeka, Kans.).* All of VOR civil airway No. 131.

§ 601.6132 *VOR civil airway No. 132 control areas (Cheyenne, Wyo., to Hutchinson, Kans.).* All of VOR civil airway No. 132.

§ 601.6133 *VOR civil airway No. 133 control areas (Parkersburg, W. Va., to Flint, Mich.).* All of VOR civil airway No. 133.

§ 601.6134 *VOR civil airway No. 134 control areas (Evergreen, Ala., to Atlanta, Ga.).* All of VOR civil airway No. 134.

§ 601.6135 *VOR civil airway No. 135 control areas (Yuma, Ariz., to Las Vegas, Nev.).* All of VOR civil airway No. 135.

§ 601.6136 *VOR civil airway No. 136 control areas (Pulaski, Va., to Raleigh, N. C.).* All of VOR civil airway No. 136.

§ 601.6137 *VOR civil airway No. 137 control areas (Thermal, Calif., to Salinas, Calif.).* All of VOR civil airway No. 137.

§ 601.6138 *VOR civil airway No. 138 control areas (Rock River, Wyo., to Sidney, Nebr.).* All of VOR civil airway No. 138 including a north alternate and a south alternate.

§ 601.6139 *VOR civil airway No. 139 control areas (Norwich, Conn., to Boston, Mass.).* All of VOR civil airway No. 139.

§ 601.6140 *VOR civil airway No. 140 control areas (Amarillo, Tex., to New York, N. Y.).* All of VOR civil airway No. 140, including north alternates and a south alternate.

§ 601.6141 *VOR civil airway No. 141 control areas (Nantucket, Mass., to Plattsburg, N. Y.).* All of VOR civil airway No. 141.

§ 601.6142 *VOR civil airway No. 142 control areas (Erie, Pa., to Rochester, N. Y.).* All of VOR civil airway No. 142.

§ 601.6143 *VOR civil airway No. 143 control areas (Charlotte, N. C., to Washington, D. C.).* All of VOR civil airway No. 143, including a west alternate, but excluding the airspace between the main airway and the west alternate.

§ 601.6144 *VOR civil airway No. 144 control areas (Chicago, Ill., to Washington, D. C.).* All of VOR civil airway No. 144.

§ 601.6145 *VOR civil airway No. 145 control areas (Utica, N. Y., to the United States-Canadian Border).* All of VOR civil airway No. 145.

§ 601.6146 *VOR civil airway No. 146 control area (Wilkes-Barre, Pa., to Woodstock, Conn.).* All of VOR civil airway No. 146.

§ 601.6147 *VOR civil airway No. 147 control areas (Philadelphia, Pa., to Rochester, N. Y.).* All of VOR civil airway No. 147.

§ 601.6148 *VOR civil airway No. 148 control areas (Denver, Colo., to North Platte, Nebr.).* All of VOR civil airway No. 148.

§ 601.6149 *VOR civil airway No. 149 control areas (Allentown, Pa., to Utica, N. Y.).* All of VOR civil airway No. 149.

§ 601.6150 *VOR civil airway No. 150 control areas (San Francisco, Calif., to Reno, Nev.).* All of VOR civil airway No. 150.

§ 601.6151 *VOR civil airway No. 151 control areas (Woonsocket, R. I., to Keene, N. H.).* All of VOR civil airway No. 151.

§ 601.6152 *VOR civil airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.).* All of VOR civil airway No. 152 including a north and a south alternate.

§ 601.6153 *VOR civil airway No. 153 control areas (New York, N. Y., to Syracuse, N. Y.).* All of VOR civil airway No. 153.

§ 601.6154 *VOR civil airway No. 154 control areas (Meridian, Miss., to Savannah, Ga.).* All of VOR civil airway No. 154, including a north alternate.

§ 601.6155 *VOR civil airway No. 155 control areas (Gordonsville, Va., to Front Royal, Va.).* All of VOR civil airway No. 155.

§ 601.6156 *VOR civil airway No. 156 control areas (Elkins, W. Va., to Gordonsville, Va.).* All of VOR civil airway No. 156.

§ 601.6157 *VOR civil airway No. 157 control areas (Wilmington, N. C., to Richmond, Va.).* All of VOR civil airway No. 157.

§ 601.6159 *VOR civil airway No. 159 control areas (Miami, Fla., to Albany, Ga.).* All of VOR civil airway No. 159.

§ 601.6160 *VOR civil airway No. 160 control areas (Denver, Colo., to Sidney, Nebr.).* All of VOR civil airway No. 160.

§ 601.6161 *VOR civil airway No. 161 control areas (Fort Worth, Tex., to Minneapolis, Minn.).* All of VOR civil airway No. 161.

§ 601.6162 *VOR civil airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.).* All of VOR civil airway No. 162, including a south alternate.

§ 601.6163 *VOR civil airway No. 163 control areas (Brownsville, Tex., to Oklahoma City, Okla.).* All of VOR civil airway No. 163 including west alternates and an east alternate.

§ 601.6164 *VOR civil airway No. 164 control areas (Bradford, Pa., to New York, N. Y.).* All of VOR civil airway No. 164 including south alternate, but excluding the airspace between the main airway and the south alternate.

§ 601.6165 *VOR civil airway No. 165 control areas (Long Beach, Calif., to Coalinga, Calif.).* All of VOR civil airway No. 165.

§ 601.6166 *VOR civil airway No. 166 control areas (Martinsburg, W. Va., to New York, N. Y.).* All of VOR civil airway No. 166.

§ 601.6167 *VOR civil airway No. 167 control areas (New York, N. Y., to Hart-*

ford, Conn.). All of VOR civil airway No. 167.

§ 601.6168 *VOR civil airway No. 168 control areas (Selinsgrove, Pa., to Colts Neck, N. J.).* All of VOR civil airway No. 168.

§ 601.6169 *VOR civil airway No. 169 control areas (Sidney, Nebr., to Rapid City, S. Dak.).* All of VOR civil airway No. 169 including an east alternate.

§ 601.6170 *VOR civil airway No. 170 control areas (Milwaukee, Wis., to Philadelphia, Pa.).* All of VOR civil airway No. 170 including a north alternate.

§ 601.6171 *VOR civil airway No. 171 control areas (Louisville, Ky., to Madison, Wis.).* All of VOR civil airway No. 171.

§ 601.6172 *VOR civil airway No. 172 control areas (Des Moines, Iowa, to Chicago, Ill.).* All of VOR civil airway No. 172 including a south alternate.

§ 601.6173 *VOR civil airway No. 173 control areas (Springfield, Ill., to Chicago, Ill.).* All of VOR civil airway No. 173.

§ 601.6174 *VOR civil airway No. 174 control areas (Vichy, Mo., to Washington, D. C.).* All of VOR civil airway No. 174.

§ 601.6175 *VOR civil airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.).* All of VOR civil airway No. 175.

§ 601.6176 *VOR civil airway No. 176 control areas (Centralia, Ill., to Scotland, Ind.).* All of VOR civil airway No. 176.

§ 601.6177 *VOR civil airway No. 177 control areas (Chicago, Ill., to Madison, Wis.).* All of VOR civil airway No. 177.

§ 601.6178 *VOR civil airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.).* All of VOR civil airway No. 178 including a south alternate.

§ 601.6179 *VOR civil airway No. 179 control areas (Paducah, Ky., to Centralia, Ill.)* All of VOR civil airway No. 179.

§ 601.6180 *VOR civil airway No. 180 control areas (Austin, Tex., to Galveston, Tex.).* All of VOR civil airway No. 180.

§ 601.6181 *VOR civil airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).* All of VOR civil airway No. 181.

§ 601.6182 *VOR civil airway No. 182 control areas (Portland, Oreg., to Baker, Oreg.).* All of VOR civil airway No. 182.

§ 601.6183 *VOR civil airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).* All of VOR civil airway No. 183.

§ 601.6184 *VOR civil airway No. 184 control areas (Erie, Pa., to Philipsburg, Pa.).* All of VOR civil airway No. 184.

§ 601.6185 *VOR civil airway No. 185 control areas (Savannah, Ga., to Knoxville, Tenn.).* All of VOR civil airway No. 185 including an east and a west alternate, but excluding the airspace between the main airway and its west alternate airway from the Augusta, Ga., omnirange station to the Asheville, N. C., omnirange station and also excluding the airspace between the main airway and its east alternate from the Asheville, N. C., omnirange station to the Knoxville, Tenn., omnirange station.

§ 601.6186 *VOR civil airway No. 186 control areas (St. Louis, Mo., to Vandalia, Ill.).* All of VOR civil airway No. 186.

§ 601.6187 *VOR civil airway No. 187 control areas (Chicago, Ill., to Milwaukee, Wis.).* All of VOR civil airway No. 187.

§ 601.6188 *VOR civil airway No. 188 control areas (Detroit, Mich., to New York, N. Y.).* All of VOR civil airway No. 188.

§ 601.6190 *VOR civil airway No. 190 control areas (Grants, N. Mex., to Evansville, Ind.).* All of VOR civil airway No. 190.

§ 601.6191 *VOR civil airway No. 191 control areas (Walnut Ridge, Ark., to Milwaukee, Wis.).* All of VOR civil airway No. 191.

§ 601.6192 *VOR civil airway No. 192 control areas (Grant, N. Mex., to Tucumcari, N. Mex.).* All of VOR civil airway No. 192.

§ 601.6193 *VOR civil airway No. 193 control areas (Pullman Mich., to Traverse City, Mich.).* All of VOR civil airway No. 193.

§ 601.6194 *VOR civil airway No. 194 control areas (Royston, Ga., to Norfolk, Va.).* All of VOR civil airway No. 194 including a south alternate.

§ 601.6195 *VOR civil airway No. 195 control areas (Oakland, Calif., to Red Bluff, Calif.).* All of VOR civil airway No. 195 including a west alternate.

§ 601.6196 *VOR civil airway No. 196 control areas (Rock River, Wyo., to Chadron, Nebr.).* All of VOR civil airway No. 196.

§ 601.6197 *VOR civil airway No. 197 control areas (Toledo, Ohio, to Detroit, Mich.).* All of VOR civil airway No. 197.

§ 601.6198 *VOR civil airway No. 198 control areas (San Antonio, Tex., to Galveston, Tex.).* All of VOR civil airway No. 198.

§ 601.6199 *VOR civil airway No. 199 control areas (Fresno, Calif., to Ukiah, Calif.).* All of VOR civil airway No. 199.

§ 601.6200 *VOR civil airway No. 200 control areas (Ukiah, Calif., to Reno, Nev.).* All of VOR civil airway No. 200.

§ 601.6201 *VOR civil airway No. 201 control areas (Los Angeles, Calif., to Pasadena, Calif.).* All of VOR civil airway No. 201.

§ 601.6202 *VOR civil airway No. 202 control areas (Tucson, Ariz., to Cochise, Ariz.).* All of VOR civil airway No. 202.

§ 601.6203 *VOR civil airway No. 203 control areas (Albany, N. Y., to Massena, N. Y.).* All of VOR civil airway No. 203.

§ 601.6204 *VOR civil airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.).* All of VOR civil airway No. 204.

§ 601.6205 *VOR civil airway No. 205 control areas (Springfield, Mo., to Kansas City, Mo.).* All of VOR civil airway No. 205.

§ 601.6206 *VOR civil airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.).* All of VOR civil airway No. 206.

§ 601.6207 *VOR civil airway No. 207 control areas (Denver, Colo., to Egbert, Wyo.).* All of VOR civil airway No. 207.

§ 601.6208 *VOR civil airway No. 208 control areas (Los Angeles, Calif., to Needles, Calif.).* All of VOR civil airway No. 208.

§ 601.6209 *VOR civil airway No. 209 control areas (Los Angeles, Calif., to Paso Robles, Calif.).* All of VOR civil airway No. 209.

§ 601.6210 *VOR civil airway No. 210 control areas (Los Angeles, Calif., to Daggett, Calif.).* All of VOR civil airway No. 210.

§ 601.6211 *VOR civil airway No. 211 control areas (Cotulla, Tex., to Junction, Tex.).* All of VOR civil airway No. 211.

§ 601.6212 *VOR civil airway No. 212 control areas (Ukiah, Calif., to Reno, Nev.).* All of VOR civil airway No. 212.

§ 601.6213 *VOR civil airway No. 213 control areas (Rocky Mount, N. C., to Boykins, Va.).* All of VOR civil airway No. 213.

§ 601.6215 *VOR civil airway No. 215 control areas (Muskegon, Mich., to White Cloud, Mich.).* All of VOR civil airway No. 215.

§ 601.6216 *VOR civil airway No. 216 control areas (Janesville, Wis., to Saginaw, Mich.).* All of VOR civil airway No. 216.

§ 601.6217 *VOR civil airway No. 217 control areas (Chicago, Ill., to Green Bay, Wis.).* All of VOR civil airway No. 217.

§ 601.6218 *VOR civil airway No. 218 control areas (Chicago, Ill., to Flint, Mich.).* All of VOR civil airway No. 218.

§ 601.6219 *VOR civil airway No. 219 control areas (Janesville, Wis., to Milwaukee, Wis.).* All of VOR civil airway No. 219.

§ 601.6220 *VOR civil airway No. 220 control areas (Kremmling, Colo., to Akron, Colo.).* All of VOR civil airway No. 220.

§ 601.6221 *VOR civil airway No. 221 control areas (Fort Wayne, Ind., to Erie, Pa.).* All of VOR civil airway No. 221.

§ 601.6222 *VOR civil airway No. 222 control areas (San Antonio, Tex., to Houston, Tex.).* All of VOR civil airway No. 222.

§ 601.6223 *VOR civil airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.).* All of VOR civil airway No. 223.

§ 601.6224 *VOR civil airway No. 224 control areas (Detroit, Mich., to the*

United States-Canadian Border). All of VOR civil airway No. 224.

§ 601.6225 *VOR civil airway No. 225 control areas (Key West, Fla., to Vero Beach, Fla.)*. All of VOR civil airway No. 225.

§ 601.6226 *VOR civil airway No. 226 control areas (Williamsport, Pa., to New York, N. Y.)*. All of VOR civil airway No. 226.

§ 601.6227 *VOR civil airway No. 227 control areas (Louisville, Ky., to Indianapolis, Ind.)*. All of VOR civil airway No. 227.

§ 601.6228 *VOR civil airway No. 228 control areas (Wheeling, Ill., to South Bend, Ind.)*. All of VOR civil airway No. 228.

§ 601.6229 *VOR civil airway No. 229 control areas (Wilmington, N. C., to Cofield, N. C.)*. All of VOR civil airway No. 229.

§ 601.6230 *VOR civil airway No. 230 control areas (Salinas, Calif., to Fresno, Calif.)* All of VOR civil airway No. 230.

§ 601.6231 *VOR civil airway No. 231 control areas (Missoula, Mont., to Ronan, Mont.)*. All of VOR civil airway No. 231.

§ 601.6232 *VOR civil airway No. 232 control areas (Hill City, Kans., to Salina, Kans.)*. All of VOR civil airway No. 232.

§ 601.6233 *VOR civil airway No. 233 control areas (Springfield, Ill., to Moline, Ill.)*. All of VOR civil airway No. 233 including an east alternate.

§ 601.6234 *VOR civil airway No. 234 control areas (Anton Chico, New Mex., to Dalhart, Tex.)*. All of VOR civil airway No. 234.

§ 601.6235 *VOR civil airway No. 235 control areas (Utah Lake, Utah, to Fort Bridger, Wyo.)*. All of VOR civil airway No. 235.

§ 601.6236 *VOR civil airway No. 236 control areas (Booneville, Utah, to Ogden, Utah.)*. All of VOR civil airway No. 236.

§ 601.6237 *VOR civil airway No. 237 control areas (Needles, Calif., to Mormon Mesa, Nev.)*. All of VOR civil airway No. 237.

§ 601.6238 *VOR civil airway No. 238 control areas (Philadelphia, Pa., to Atlantic City, N. J.)*. All of VOR civil airway No. 238.

§ 601.6239 *VOR civil airway No. 239 control areas (Wildwood, N. J., to Philadelphia, Pa.)*. All of VOR civil airway No. 239.

§ 601.6240 *VOR civil airway No. 240 control areas (Ship Island, Miss., to Mobile, Ala.)*. All of VOR civil airway No. 240.

§ 601.6241 *VOR civil airway No. 241 control areas (Crestview, Fla., to Atlanta, Ga.)*. All of VOR civil airway No. 241.

§ 601.6242 *VOR civil airway No. 242 control areas (Mobile, Ala., to Magnolia Springs, Ala.)*. All of VOR civil airway No. 242.

§ 601.6243 *VOR civil airway No. 243 control areas (Chattanooga, Tenn., to Bowling Green, Ky.)*. All of VOR civil airway No. 243.

§ 601.6246 *VOR civil airway No. 246 control areas (Dayton, Ohio, to Mansfield, Ohio)*. All of VOR civil airway No. 246.

§ 601.6247 *VOR civil airway No. 247 control areas (Douglas, Wyo., to Crazy Woman, Wyo.)*. All of VOR civil airway No. 247.

§ 601.6248 *VOR civil airway No. 248 control areas (Paso Robles, Calif., to Bakersfield, Calif.)*. All of VOR civil airway No. 248.

§ 601.6249 *VOR civil airway No. 249 control areas (New York, N. Y., to Port Jervis, N. Y.)*. All of VOR civil airway No. 249.

§ 601.6250 *VOR civil airway No. 250 control areas (Bergholz, Ohio, to Fitzgerald, Pa.)*. All of VOR civil airway No. 250.

§ 601.6251 *VOR civil airway No. 251 control areas (Philadelphia, Pa., to New York, N. Y.)*. All of VOR civil airway No. 251.

§ 601.6252 *VOR civil airway No. 252 control areas (Binghamton, N. Y., to New York, N. Y.)*. All of VOR civil airway No 252.

§ 601.6253 *VOR civil airway No. 253 control areas (Utah Lake, Utah, to Grantsville, Utah)*. All of VOR civil airway No. 253.

§ 601.6254 *VOR civil airway No. 254 control areas (Reinholds, Pa., to Columbus, N. J.)*. All of VOR civil airway No. 254.

§ 601.6255 *VOR civil airway No. 255 control areas.* [Unassigned.]

§ 601.6256 *VOR civil airway No. 256 control areas (Reinholds, Pa., to Warrington, Pa.)*. All of VOR civil airway No. 256.

§ 601.6257 *VOR civil airway No. 257 control areas.* [Unassigned.]

§ 601.6258 *VOR civil airway No. 258 control areas (Charleston, W. Va., to Roanoke, Va.)*. All of VOR civil airway No. 258.

§ 601.6259 *VOR civil airway No. 259 control areas.* [Unassigned.]

§ 601.6260 *VOR civil airway No. 260 control areas (Charleston, W. Va., to Roanoke, Va.)*. All of VOR civil airway No. 260.

HAWAIIAN VOR CIVIL AIRWAY CONTROL AREAS

§ 601.6401 *Hawaiian VOR civil airway No. 1 control areas.* All of Hawaiian VOR civil airway No. 1.

§ 601.6402 *Hawaiian VOR civil airway No. 2 control areas.* All of Hawaiian VOR civil airway No. 2, including south alternates.

§ 601.6403 *Hawaiian VOR civil airway No. 3 control areas.* All of Hawaiian VOR civil airway No. 3.

§ 601.6404 *Hawaiian VOR civil airway No. 4 control areas.* All of Hawaiian VOR civil airway No. 4.

§ 601.6405 *Hawaiian VOR civil airway No. 5 control areas.* All of Hawaiian VOR civil airway No. 5.

§ 601.6406 *Hawaiian VOR civil airway No. 6 control areas.* All of Hawaiian VOR civil airway No. 6.

§ 601.6407 *Hawaiian VOR civil airway No. 7 control areas.* All of Hawaiian VOR civil airway No. 7.

§ 601.6408 *Hawaiian VOR civil airway No. 8 control areas.* All of Hawaiian VOR civil airway No. 8.

§ 601.6409 *Hawaiian VOR civil airway No. 9 control areas.* All of Hawaiian VOR civil airway No. 9.

§ 601.6410 *Hawaiian VOR civil airway No. 10 control areas.* All of Hawaiian VOR civil airway No. 10.

SUBPART G—VOR CIVIL AIRWAY REPORTING POINTS

§ 601.7001 *Domestic VOR reporting points.*

Aberdeen, S. Dak., omnirange station.

Abilene, Tex., omnirange station.

Adamsville Intersection: The intersection of the Appleton, Ohio, omnirange 085° True and the Mansfield, Ohio, omnirange 149° True radials.

Akron, Colo., omnirange station.

Albany, Ga., omnirange station.

Albany, N. Y. omnirange station.

Albuquerque, N. Mex., omnirange station.

Alexandria, La., omnirange station.

Alexandria, Minn., omnirange station.

Alice, Tex., omnirange station.

Allentown, Pa., omnirange station.

Alma, Ga., omnirange station.

Altoona Intersection: The intersection of the Johnstown, Pa., omnirange 092° True and the Philipsburg, Pa., omnirange 202° True radials.

Amarillo, Tex., omnirange station.

Andrews Intersection: The intersection of the Baltimore, Md., omnirange 196° True and the Washington, D. C., terminal omnirange 140° True radials.

Animas Intersection: The intersection of the Douglas, Ariz., omnirange 063° True and the Columbus, N. Mex., omnirange 277° True radials.

Anniston, Ala., omnirange station.

Anthony, Kans., omnirange station.

Anton Chico, N. Mex., omnirange station.

Apple Intersection: The intersection of the Palmdale, Calif., omnirange 096° True and the Daggett, Calif., omnirange 235° True radials.

Ardmore, Okla., omnirange station.

Asheville, N. C., omnirange station.

Atlanta, Ga., omnirange station.

Augusta, Ga., omnirange station.

Augusta, Maine, omnirange station.

Atwater Intersection: The intersection of the Youngstown, Ohio, omnirange 232° True and the Cleveland, Ohio, omnirange 116° True radials.

Austin, Tex., omnirange station.

Avalon Intersection: The intersection of the Oceanside, Calif., omnirange 295° True and the Long Beach, Calif., omnirange 200° True radials.

Baker, Oreg., omnirange station.

Bakersfield, Calif., omnirange station.

Bangor, Maine, omnirange station.

Baltimore, Md., omnirange station.

Baton Rouge, La., omnirange station.

Battle Mountain, Nev., omnirange station.

Bay Point Intersection: The intersection of the Oakland, Calif., omnirange 039° True and the Modesto, Calif., omnirange 292° True radials.

Beaumont, Tex., omnirange station.

Belle Glade Intersection: The intersection of the Vero Beach, Fla., omnirange 192° True and the Miami, Fla., omnirange 338° True radials.

Bellingham, Wash., omnirange station.

Benito Intersection: The intersection of the Salinas, Calif., omnirange 109° True and the Paso Robles, Calif., omnirange 335° True radials.

Bergholz Intersection: The intersection of the Pittsburgh, Pa., Omnirange 291° True and the Youngstown, Ohio, omnirange 195° True radials (or ADF passing indication over the Bergholz, Ohio, nondirectional radio beacon).

Big Spring, Tex., omnirange station.

Billings, Mont., omnirange station.

Binghamton, N. Y., omnirange station.

Birmingham, Ala., omnirange station.

Bismarck, N. Dak., omnirange station.

Blythe, Calif., omnirange station.

Bonneville, Utah, omnirange station.

Boise, Idaho, omnirange station.

Boston, Mass., omnirange station.

Bowling Green, Ky., omnirange station.

Bradford, Ill., omnirange station.

Bradford, Pa., omnirange station.

Bradley Intersection: The intersection of the Poughkeepsie, N. Y., omnirange 079° True radial and the 225° True course of the Windsor Locks, Conn., Bradley Field ILS localizer.

Branchville Intersection: The intersection of the Stroudsburg, Pa., omnirange 055° True and the Wilkes-Barre, Pa., omnirange 117° True radials.

Britton, Tex., omnirange station.

Brownsville, Tex., omnirange station.

Brunswick, Ga., omnirange station.

Bryce Canyon, Utah, omnirange station.

Burley, Idaho, omnirange station.

Burlington, Iowa, omnirange station.

Buffalo, N. Y., omnirange station.

Butler, Mo., omnirange station.

Butte, Mont., omnirange station.

Campbell Intersection: The intersection of the San Francisco, Calif., omnirange 141° True radial and a line bearing 048° True toward the Evergreen, Calif., non-directional radio beacon.

Carleton, Mich., omnirange station.

Carlsbad, N. Mex., omnirange station.

Casper, Wyo., omnirange station.

Cedar Rapids Intersection: The intersection of the Polo, Ill., omnirange 268° True and the Iowa City, Iowa, omnirange 349° True radials (Cedar Rapids, Iowa, nondirectional radio beacon).

Centralia, Ill., omnirange station.

Chadron, Nebr., omnirange station.

Charleston, S. C., omnirange station.

Charleston, W. Va., omnirange station.

Charlotte, N. C., omnirange station.

Chattanooga, Tenn., omnirange station.

Cherokee, Wyo., omnirange station.

Cheyenne, Wyo., omnirange station.

Chicago Heights, Ill., omnirange station.

Childress, Tex., omnirange station.

Cincinnati, Ohio, omnirange station.

Clam Intersection: The intersection of the Cross City, Fla., omnirange 242° True and the Tallahassee, Fla., omnirange 151° True radials.

Clareville Intersection: The intersection of the Alice, Tex., omnirange 010° True and the Corpus Christi, Tex., 321° True radials.

Cleveland, Ohio, omnirange station.

Coalinga, Calif., omnirange station.

Cochise, Ariz., omnirange station.

Cofield, N. C., omnirange station.

Coldwater Intersection: The intersection of the Dayton, Ohio, omnirange 324° True and the Findlay, Ohio, omnirange 250° True radials.

College Station, Tex., omnirange station.

Columbia, Mo., omnirange station.

Columbia, S. C., omnirange station.

Columbus, Ga., omnirange station.

Columbus, N. Mex., omnirange station.

Columbus, Ohio, omnirange station.

Concord, N. H., omnirange station.

Corbin, Ky., VAR station.

Corona Intersection: The intersection of the Long Beach, Calif., omnirange 095° True and the Ontario, Calif., omnirange 180° True radials.

Corono, N. Mex., omnirange station.

Corpus Christi, Tex., omnirange station.

Cotulla, Tex., omnirange station.

Crescent City, Calif., omnirange station.

Crestview, Fla., omnirange station.

Cross City, Fla., omnirange station.

Crossville, Tenn., omnirange station.

Crystal Lake Intersection: The intersection of the Allentown, Pa., omnirange 329° True and the Wilkes Barre-Scranton, Pa., omnirange 224° True radials.

Culberson, Tex., omnirange station.

Cut Bank, Mont., omnirange station.

Daggett, Calif., omnirange station.

Davenport Intersection: The intersection of the Salinas, Calif., omnirange 300° True and the Point Reyes, Calif., omnirange 155° True radials.

Dayton, Ohio, omnirange station.

Daytona Beach, Fla., omnirange station.

Dalhart, Tex., omnirange station.

Dallas, Tex., omnirange station.

Delta, Utah, omnirange station.

Denver, Colo., omnirange station.

Des Moines, Iowa, omnirange station.

Detroit, Mich., omnirange station.

Dickinson, N. Dak., omnirange station.

Dillon, Mont., omnirange station.

Doby Intersection: The intersection of the Elko, Nev., omnirange 338° True and the Wells, Nev., omnirange 249° True radials.

Dodge City, Kans., omnirange station.

Dog Intersection: The intersection of the New Orleans, La., omnirange 078° True and the Mobile, Ala., omnirange 224° True radials.

Dothan, Ala., terminal omnirange station.

Douglas, Ariz., omnirange station.

Douglas, Wyo., omnirange station.

Drummond, Mont., omnirange station.

Dubois, Idaho, omnirange station.

Duluth, Minn., omnirange station.

Dyersburg, Tenn., omnirange station.

Eagle Lake, Tex., omnirange station.

Eau Claire, Wis., omnirange station.

Edgerton Intersection: The intersection of the Fort Wayne, Ind. omnirange 037° True and the Goshen, Ind., omnirange 092° True radials.

El Dorado, Ark., omnirange station.

Elkins, W. Va., omnirange station.

Elko, Nev., omnirange station.

Ellensburg, Wash., omnirange station.

Elmira, N. Y., omnirange station.

El Paso, Tex., omnirange station.

Emporia, Kans., omnirange station.

Ephrata, Wash., omnirange station.

Erie, Pa., omnirange station.

Eugene, Oreg., omnirange station.

Evansville, Ind., omnirange station.

Evergreen, Ala., omnirange station.

Fargo, N. Dak., omnirange station.

Farmington, Mo., omnirange station.

Fayetteville, Ark., omnirange station.

Filmore, Calif., omnirange station.

Findlay, Ohio, omnirange station.

Flat Rock, Va., omnirange station.

Fontana Intersection: The intersection of the Palmdale, Calif., omnirange 136° True, the Ontario, Calif., omnirange 038° True and the Daggett, Calif., omnirange 218° True radials.

Fort Bridger, Wyo., omnirange station.

Fort Jones, Calif., omnirange station.

Fort Myers, Fla., omnirange station.

Fort Smith, Ark., omnirange station.

Fort Wayne, Ind., omnirange station.

Fort Worth, Tex., omnirange station.

Flint Intersection: The intersection of the Lansing, Mich., omnirange 068° True and the Salem, Mich., omnirange 342° True radials.

Flintstone Intersection: The intersection of the Front Royal, Va., omnirange 335° True and the Martinsburg, W. Va., omnirange 398° True radials.

Flippin, Ark., omnirange station.

Florence, S. C., omnirange station.

Fortuna, Calif., omnirange station.

Fresno, Calif., omnirange station.

Front Royal, Va., omnirange station.

Gage, Okla., omnirange station.

Galveston, Tex., omnirange station.

Garden City, Kans., omnirange station.

Gardner, Mass., omnirange station.

Geyersville Intersection: The intersection of the Williams, Calif., omnirange 241° True and the Point Reyes, Calif., omnirange 352° True radials.

Gila Bend, Ariz., omnirange station.

Gill Intersection: The intersection of the Jefferson, Ohio, omnirange 279° True and the Cleveland, Ohio, omnirange 024° True radials.

Goodland, Kans., omnirange station.

Gordonsville, Va., omnirange station.

Gore Intersection: The intersection of the Culbertson, Tex., omnirange 012° True and the Salt Flat, Tex., omnirange 085° True radials.

Goshen, Ind., omnirange station.

Graham, Tenn., omnirange station.

Grand Island, Nebr., omnirange station.

Grand Junction, Colo., omnirange station.

Grants, N. Mex., omnirange station.

Grantsburg, Wis., omnirange station.

Grantsville, Md., omnirange station.

Great Falls, Mont., omnirange station.

Green Bay, Wis., omnirange station.

Greenville Intersection: The intersection of the Tallahassee, Fla., omnirange 091° True; the Valdosta, Ga., omnirange 236° True radials, and the Cross City, Fla., omnirange 333° True radials.

Gregg County, Tex., omnirange station.

Greenwood, Miss., omnirange station.

Greensboro, N. C., omnirange station.

Guthrie, Tex., omnirange station.

Half-Moon Bay Intersection: The intersection of the Oakland, Calif., omnirange 217° True, the Salinas, Calif., omnirange 319° True and the San Francisco, Calif., omnirange 281° True radials.

Hanksville Utah, omnirange station.

Harrisburg, Pa., omnirange station.

Hartford, Conn., omnirange station.

Helena, Mont., omnirange station.

Hassayampa, Ariz., omnirange station.

Herndon, Va., omnirange station.

Highway Intersection: The intersection of the Nashville, Tenn., omnirange 059° True and the Crossville, Tenn., omnirange 347° True radials.

Hill City, Kans., omnirange station.

Hobart, Okla., omnirange station.

Hobbs, N. Mex., omnirange station.

Homer Intersection: The intersection of the Norcross, Ga., omnirange 054° True and the Royston, Ga., omnirange 270° True radials.

Honea Intersection: The intersection of the Royston, Ga., omnirange 074° True radial and the Greenville, S. C., ILS localizer south course.

Hope Intersection: The intersection of the Rochester, Minn., omnirange 275° True and the Minneapolis, Minn., omnirange 179° True radials.

Hoquiam, Wash., omnirange station.

Houston, Tex., omnirange station.

Hudspeth, Tex., omnirange station.

Huntsville, Ala., omnirange station.

Huron, S. Dak., omnirange station.

Hutchinson, Kans., omnirange station.

Imperial, Nebr., omirange station.

Indianapolis, Ind., omnirange station.

Iowa City, Iowa, omnirange station.

Jackson Intersection: The intersection of the Litchfield, Mich., omnirange 050° True and the Salem, Mich., omnirange 257° True radials.

Jackson, Miss., omnirange station.

Jackson, Tenn., omnirange station.

Jacksonville, Fla., omnirange station.

Jamestown, N. Dak., omnirange station.

Janesville, Wis., omnirange station.

Joliet, Ill., omnirange station.

Junction, Tex., omnirange station.

Kansas City, Mo., omnirange station.

Keeler, Mich., omnirange station.

Kiowa, Colo., omnirange station.

Kirksville, Mo., omnirange station.

Kennebunk, Maine, omnirange station.

Key West, Fla., omnirange station.

Klamath Falls, Oreg., omnirange station.

Knoxville, Tenn., omnirange station.

Kokomo Intersection: The intersection of the Indianapolis, Ind., omnirange 021° True and the Lafayette, Ind., omnirange 089° True radials.

Kremmling, Colo., omnirange station.

La Belle Intersection: The intersection of the Miami, Fla., omnirange 316° True and the Fort Myers, Fla., omnirange 035° True radials.

La Crosse, Wis., omnirange station.

Lafayette, Ind., omnirange station.

Lafayette, La., omnirange station.

La Grange, Ga., omnirange station.

Lake Charles, La., omnirange station.

Lakeland, Fla., omnirange station.

Lamar, Colo., omnirange station.

Lamoni, Iowa, omnirange station.

Lancaster Intersection: The intersection of the Harrisburg, Pa., omnirange 108° True and the Allentown, Pa., omnirange 228° True radials.

Lansing, Mich., omnirange station.

Laramie, Wyo., omnirange station.

Laredo, Tex., omnirange station.

Las Vegas, Nev., omnirange station.

Las Vegas, N. Mex., omnirange station.

Lawrenceville, Va., omnirange station.

Lawton, Okla., omnirange station.

Leslie Intersection: The intersection of the Lansing, Mich., omnirange 148° True and the Salem, Mich., omnirange 272° True radials.

Lewisburg Intersection: The intersection of the Bowling Green, Ky., omnirange 283° True and the Nashville, Tenn., omnirange 343° True radials.

Lewistown, Mont., omnirange station.

Lexington, Ky., omnirange station.

Lexington, Nebr., omnirange station.

Lisbon Intersection: The intersection of the Herndon, Va., omnirange 45° True and the Baltimore, Md., omnirange 281° True radials.

Litchfield, Mich., omnirange station.

Little Rock, Ark., omnirange station.

Livingston, Mont., omnirange station.

Lometa, Tex., omnirange station.

Lone Rock, Wis., omnirange station .

Long Beach, Calif., omnirange station.

Los Angeles, Calif., omnirange station.

Los Banos Intersection: The intersection of the Modesto, Calif., omnirange 176° True and the Fresno, Calif., omnirange 287° True radials.

Louisville, Ky., omnirange station.

Lovelock, Nev., omnirange station.

Lubbock, Tex., omnirange station.

Lucin, Utah, omnirange station.

Lufkin, Tex., omnirange station.

Lumberton, N. C., omnirange station.

Macon, Ga., omnirange station.

Malad City, Idaho, omnirange station.

Malden, Mo., omnirange station.

Mansfield, Ohio, omnirange station.

Marchand Intersection: The intersection of the Youngstown, Ohio, omnirange 232° True and the Cleveland, Ohio, omnirange 132° True radials.

Marianna, Fla., omnirange station.

Maricopa Intersection: The intersection of the Bakersfield, Calif., omnirange 210° True and the Coalinga, Calif., omnirange 153° True radials.

Marin Intersection: The intersection of the San Francisco, Calif., omnirange 304° True and the Ukiah, Calif., omnirange 172° True radials.

Martinsburg, W. Va., omnirange station.

Mason City, Iowa, omnirange station.

Massena, N. Y., omnirange station.

Maxwell Intersection: The intersection of the Lafayette, Ind., omnirange 122° True and the Indianapolis, Ind., omnirange 084° True radials.

McComb, Miss., omnirange station.

Medford, Oreg., omnirange station.

Medina Intersection: The intersection of the Rochester, N. Y., omnirange 289° True and the Buffalo, N. Y., omnirange 034° True radials.

Medicine Bow, Wyo., omnirange station.

Memphis, Tenn., omnirange station.

Mendota Intersection: The intersection of the Janesville, Wis., omnirange 339° True and the Lone Rock, Wis., omnirange 103° True radials.

Meridian, Miss., omnirange station.

Miami, Fla., omnirange station.

Midland, Tex., omnirange station.

Miles City, Mont., omnirange station.

Milford, Utah, omnirange station.

Millbury Intersection: The intersection of the Hartford, Conn., omnirange 044° True and the Gardner, Mass., omnirange 152° True radials.

Milwaukee, Wis., omnirange station.

Mineral Wells, Tex., omnirange station.

Minneapolis, Minn., omnirange station.

Minot, N. Dak., omnirange station.

Missoula, Mont., omnirange station.

Mobile, Ala., omnirange station.

Modesto, Calif., omnirange station.

Moline, Ill., omnirange station.

Monroe, La., omnirange station.

Montebello, Va., omnirange station.

Montgomery, Ala., omnirange station.

Moncure Intersection: The intersection of the Greensboro, N. C., omnirange 122° True and the Raleigh, N. C., omnirange 249° True radials.

Mooresville Intersection: The intersection of the Charlotte, N. C., omnirange 359° True and the Spartanburg, S. C., omnirange 057° True radials.

Morgantown, W. Va., omnirange station.

Mormon Mesa, Nev., omnirange station.

Mt. Hamilton Intersection: The intersection of the San Francisco, Calif., omnirange 097° True and the Oakland, Calif., omnirange 130° True radials.

Mt. Lola Intersection: The intersection of the Sacramento, Calif., omnirange 040° True and the Reno, Nev., omnirange 268° True radials.

Mullan Pass, Mont., omnirange station.

Murphy Intersection: The intersection of the Chattanooga, Tenn., omnirange 088° True and the Knoxville, Tenn., omnirange 191° True radials.

Muscle Shoals, Ala., omnirange station.

Muskegon, Mich., omnirange station.

Myrtle Beach, S. C., omnirange station.

Naperville, Ill., omnirange station.

Nashville, Tenn., omnirange station.

Needles, Calif., omnirange station.

Neosho, Mo., omnirange station.

New Alexandria Intersection: The intersection of the Pittsburgh, Pa., omnirange 067° True and the Johnstown, Pa., omnirange 290° True radials.

New Braunfels Intersection: The intersection of the San Antonio, Tex., omnirange 074° True and the Austin, Tex., omnirange 209° True radials.

Newburgh Intersection: The intersection of the Wilton, Conn., omnirange 295° True and the Poughkeepsie, N. Y., omnirange 236° True radials.

New Bern, N. C., omnirange station.

Newberg, Oreg., omnirange station.

New Orleans, La., omnirange station.

Newport, Oreg., omnirange station.

Norcross, Ga., omnirange station.

North Bend, Oreg., omnirange station.

North Perry Intersection: The intersection of the Jefferson, Ohio, omnirange 279° True and the Youngstown, Ohio, omnirange 320° True radials.

North Platte, Nebr., omnirange station.

Oakland, Calif., omnirange station.

Oakwood Intersection: The intersection of the Watertown, S. Dak., omnirange 169° True and the Huron, S. Dak., omnirange 083° True radials.

Oceanside, Calif., omnirange station.

Ogden, Utah, omnirange station.

Oklahoma City, Okla., omnirange station.

Omaha, Nebr., omnirange station.

Ontario, Calif., omnirange station.

Orlando, Fla., omnirange station.

Otto, N. Mex., omnirange station.

Ottumwa, Iowa, omnirange station.

Pacoima Intersection: The intersection of the Fillmore, Calif., omnirange 111° True and the Los Angeles, Calif., omnirange 355° True radials.

Paducah, Ky., omnirange station.

Palacios, Tex., omnirange station.

Palestine Intersection: The intersection of the Pittsburgh, Pa., omnirange 326° True and the Wheeling, W. Va., omnirange 003° True radials.

Palm Springs Intersection: The intersection of the Thermal, Calif., omnirange 340° True and the Ontario, Calif., omnirange 91° True radials.

Palmdale, Calif., omnirange station.

Panoche Intersection: The intersection of the Coalinga, Calif., omnirange 311° True and the Modesto, Calif., omnirange 176° True radials.

Parkersburg, W. Va., omnirange station.

Paso Robles, Calif., omnirange station.

Paterson Intersection: The intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

Paynesville Intersection: The intersection of the Pulaski, Va., omnirange 285° True and the Tri-City, Tenn., omnirange 012° True radials.

Pendleton, Oreg., omnirange station.

Pensacola (Saufley Field), Fla., omnirange station.

Peoria, Ill., omnirange station.

Peotone, Ill., omnirange station.

Perry, Ohio, nondirectional radio beacon.

Petersburg Intersection: The intersection of the Morgantown, W. Va., omnirange 134° True and the Elkins, W. Va., omnirange 83° True radials.

Philipsburg, Pa., omnirange station.

Phillip, S. Dak., omnirange station.

Phoenix, Ariz., omnirange station.

Pierre, S. Dak., omnirange station.

Pine Bluff, Ark., omnirange station.

Pinehurst Intersection: The intersection of the Raleigh, N. C., omnirange 232° True and the Florence, S. C., omnirange 008° True radials.

Pioneer Intersection: The intersection of the Fort Wayne, Ind., omnirange 037° True and the Waterville, Ohio, omnirange 288° True radials.

Pittsburgh, Pa., omnirange station.

Plattsburg, N. Y., omnirange station.

Pocatello, Idaho, omnirange station.

Point Dume Intersection: The intersection of the Fillmore, Calif., omnirange 163° True and the Long Beach, Calif., omnirange 287° True radials.

Point Reyes, Calif., omnirange station.

Polo, Ill., omnirange station.

Ponca City, Okla., omnirange station.

Pontiac, Ill., omnirange station.

Portland, Oreg., omnirange station.

Poughkeepsie, N. Y., omnirange station.

Power Point Intersection: The intersection of the Pittsburgh, Pa., omnirange 311° True and the Youngstown, Ohio, omnirange 186° True radials.

Prescott, Ariz., omnirange station.

Princeton, Maine, omnirange station.

Pueblo, Colo., omnirange station.

Pulaski, Va., omnirange station.

Pullman, Mich., omnirange station.

Purgatoire Intersection: The intersection of the Pueblo, Colo., omnirange 145° True and the Lamar, Colo., omnirange 231° True radials.

Quincy, Ill., omnirange station.

Quitman, Tex., omnirange station.

Radnor Intersection: The intersection of the Lafayette, Ind., omnirange 089° True and the Indianapolis, Ind., omnirange 341° True radials.

Raleigh, N. C., omnirange station.

Rapid City, S. Dak., omnirange station.

Raton, N. Mex., omnirange station.

Red Bluff, Calif., omnirange station.

Redmond, Oreg., omnirange station.

Redwood Falls, Minn., omnirange station.

Reno, Nev., omnirange station.

Richmond Intersection: The intersection of the Oakland, Calif., omnirange 330° True and the Sacramento, Calif., omnirange 233° True radials.

Roberts, Ill., omnirange station.

Rochester, Minn., omnirange station.

Rochester, N. Y., omnirange station.

Rock Springs, Wyo., omnirange station.

Rocky Mount, N. C., omnirange station.

Roswell, N. Mex., omnirange station.

Round Top Intersection: The intersection of the Austin, Tex., omnirange 109° True and the College Station, Tex., omnirange 202° True radials.

Royston, Ga., omnirange station.

Russell, Kans., omnirange station.

St. Joseph, Mo., omnirange station.

St. Louis, Mo., omnirange station.

Sacramento, Calif., omnirange station.

Salem, Mich., omnirange station.

Salem Intersection: The intersection of the Hartford, Conn., omnirange 130° True and the Norwich, Conn., omnirange 224° True radials.

Salina, Kans., omnirange station.

Salinas, Calif., omnirange station.

Salisbury, Md., omnirange station.

Saltair Intersection: The intersection of the Salt Lake City, Utah, omnirange 265° True and the Ogden, Utah, omnirange 190° True radials.

Salt Flat, Tex., omnirange station.

Salt Lake City, Utah, omnirange station.

San Angelo, Tex., omnirange station.

San Antonio, Tex., omnirange station.

San Bruno Intersection: The intersection of the San Francisco, Calif., omnirange 305° True and the Oakland, Calif., omnirange 218° True radials.

San Diego, Calif., omnirange station.

San Francisco, Calif., omnirange station.

Santa Barbara, Calif., omnirange station.

Santa Fe, N. Mex., omnirange station.

Saratoga Intersection: The intersection of the San Francisco, Calif., omnirange 218° True and the Salinas, Calif., omnirange 319° True radials.

Saugus Intersection: The Intersection of the Palmdale, Calif., omnirange 247° True and the Los Angeles, Calif., omnirange 355° True radials.

Savannah, Ga., omnirange station.

Scotland, Ind., omnirange station.

Scottdale Intersection: The intersection of the Pittsburgh, Pa., omnirange 117° True and the Morgantown, W. Va., omnirange 021° True radials.

Scottsbluff Intersection: The intersection of the Cheyenne, Wyo., omnirange 054° True and the Sidney, Nebr., omnirange 335° True radials.

Scranton, Pa., omnirange station.

Seattle, Wash., omnirange station.

Seeley Intersection: The intersection of the Yuma, Ariz., omnirange 267° True and the Thermal, Calif., omnirange 155° True radials.

Selinsgrove, Pa., omnirange station.

Sequin Intersection: The intersection of the San Antonio, Tex., omnirange 089° True and the Austin, Tex., omnirange 189° True radials.

Sheridan, Wyo., omnirange station.

Shreveport, La., omnirange station.

Sidney, Nebr., omnirange station.

Sioux City, Iowa, omnirange station.

Sioux Falls, S. Dak., omnirange station.

South Bend, Ind., omnirange station.

South Boston, Va., omnirange station.

Spartanburg, S. C., omnirange station.

Spokane, Wash., omnirange station.

Springfield, Ill., omnirange station.

Springfield, Mo., omnirange station.

Stinson Beach Intersection: The intersection of the San Francisco, Calif., omnirange 304° True and the Point Reyes, Calif., omnirange 155° True radials.

Stonyfork Intersection: The intersection of the Elmira, N. Y., omnirange 212° True and the Bradford, Pa., omnirange 097° True radials.

Stroudsburg, Pa., omnirange station.

Sulphur Springs, Tex., omnirange station.

Syracuse, N. Y., omnirange station.

Tahoe Intersection: The intersection of the Sacramento, Calif., omnirange 055° True radial and a line bearing 008° True to the Donner Summit nondirectional radio beacon.

Tallahassee, Fla., omnirange station.

Tampa, Fla., omnirange station.

Terre Haute, Ind., omnirange station.

Texarkana, Ark., omnirange station.

The Dalles, Oreg., omnirange station.

Thermal, Calif., omnirange station.

Thurman, Colo., omnirange station.

Toledo, Ohio, omnirange station.

Topeka, Kans., omnirange station.

Tri-City, Tenn., omnirange station.

Trumansburg Intersection: The intersection of the Elmira, N. Y., omnirange 29° True and the Rochester, N. Y., omnirange 130° True radials.

Troy Intersection: The intersection of the Dayton, Ohio, omnirange 020° True radial and the Columbus, Ohio, radio range west course.

Troy, Ill., omnirange station

Truth or Consequences, N. Mex., omnirange station.

Tucson, Ariz., omnirange station.

Tucumcari, N. Mex., omnirange station.

Tulsa, Okla., omnirange station.

Turnpike Intersection: The intersection of the Pittsburgh, Pa., omnirange 354° True and the Wheeling, W. Va., omnirange 034° True radials.

Tuscaloosa, Ala., omnirange station.

Ukiah, Calif., omnirange station.

Utah Lake, Utah, omnirange station.

Vandalia, Ill., omnirange station.

Vero Beach, Fla., omnirange station.

Vichy, Mo., omnirange station.

Waco, Tex., omnirange station.

Walnut Ridge, Ark., omnirange station.

Waterloo, Iowa, omnirange station.

Watertown, N. Y., omnirange station.

Watertown, S. Dak., omnirange station.

Waterway Intersection: The intersection of the Galveston, Tex., omnirange 064° True; the Lake Charles, La., omnirange 244° True and the Beaumont, Tex., omnirange 168° True radials.

Wausau, Wis., omnirange station.

Westchester, Pa., omnirange station.

West Palm Beach, Fla., omnirange station.

Wheeling, Ill., omnirange station.

Wheeling, W. Va., omnirange station.

White Cloud, Mich., omnirange station.

Whitehall, Mont., omnirange station.

Whitehurst Intersection: The intersection of the north course of the Norfolk, Va., VAR and of the northeast course of the Norfolk, Va., ILS localizer.

White Oaks Intersection: The intersection of the Bakersfield, Calif., omnirange 149° True and the Palmdale, Calif., omnirange 291° True radials.

Wichita, Kans., omnirange station.

Wichita Falls, Tex., omnirange station.

Williams, Calif., omnirange station.

Williamston, N. C., VAR station.

Williamsport, Pa., omnirange station.

Wilmington, N. C., omnirange station.

Wilton, Conn., omnirange station.

Wink, Tex., omnirange station.

Winslow, Ariz., omnirange station.

Yakima, Wash., omnirange station.

York, Ky., omnirange station.

Youngstown, Ohio, omnirange station.

Yuma, Ariz., omnirange station.

Zuni, N. Mex., omnirange station.

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Grass Shack Intersection: Intersection of Hilo omnirange 006° True and Upolu 96° True radials.

Hibiscus Intersection: Intersection of Upolu omnirange 96° True and Hilo omnirange 41° True radials.

Hilo, Hawaii, T. H., omnirange station.

Honolulu, Oahu, T. H., omnirange station.

Hula Girl Intersection: Intersection of Lihue omnirange 141° True and Honolulu omnirange 246° True radials.

Kaneohe Intersection: Intersection of Honolulu omnirange 61° True and Lanai omnirange 318° True radials.

Lanai, T. H., omnirange station.

Lihue, Kauai, T. H., omnirange station.

Makai Intersection: Intersection of Honolulu omnirange 246° True and Lihue omnirange 126° True radials.

Maui, T. H., omnirange station.

North Lanai Intersection: Intersection of Honolulu omnirange 61° True and Lanai omnirange 337° True radials.

North Maui Intersection: Intersection of Honolulu omnirange 61° True and Maui omnirange 351° True radials.

Paradise Intersection: Intersection of Hilo omnirange 336° True and Upolu omnirange 96° True radials.

Pineapple Intersection: Intersection of Lanai omnirange 111° True and Maui omnirange 237° True radials.

Rainbow Intersection: Intersection of Maui omnirange 191° True and Lanai omnirange 111° True radials.

Southgate Intersection: Intersection of Honolulu omnirange 179° True and Lanai omnirange 286° True radials.

South Honolulu Intersection: Intersection of Honolulu omnirange 179° True and Lanai omnirange 224° True radials.

South Port Allen Intersection: Intersection of Honolulu omnirange 246° True and Lihue omnirange 186° True radials.

Upolu, Hawaii, T. H., omnirange station.

[SEAL] S. A. KEMP,
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